

MEMBERS' DIARY

Date	Details	Venue
Thur 2 Mar 7.30pm	STG Annual General Meeting	Summerlee
Thur 6 Apr 7.30pm	STG Meeting Subject to be Confirmed	Summerlee
Thur 4 May 7.30pm	STG Meeting Subject to be Confirmed	Summerlee

STG

SUMMERLEE TRANSPORT GROUP

OPERATING SCOTLAND'S
ONLY WORKING TRAMWAY

Gary C Conn
Summerlee Transport Group
February 1995

TROLLEY

PROVIDING THAT ESSENTIAL LINK WITH SUMMERLEE'S POWERHOUSE

ISSUE No. 12 FEBRUARY 1995



NEW TRAMWAYS FOR MERSEYSIDE - OLD & NEW
THE ULTIMATE DRIVING EXPERIENCE

TROLLEY

STG

is a newsletter of the Summerlee Transport Group, a voluntary support group of the Summerlee Heritage Trust. Registered as a charity.

YOUR STG COMMITTEE

Chairman	Mr B M Longworth
Secretary	Mr R Higgins
Treasurer	Mr R N Sutherland
Sales Officer	Mr J Wilson
Membership Secretary	Mr B Quinn*
1017 Co-ordinator	Mr R Nocher
Trolley Editor	Mr G C Conn
Ordinary Committee)	Mr M Chalton
Members	Mr B Quinn*
Modelling Officer	Mr R Maclean
External Liason Officer	Vacant**

* The Membership Secretary was Mr P. Robertson until late 1994, when he had to resign due to other commitments. This post was filled by Ordinary Committee Member, Mr B Quinn, until the AGM.

** This post has remained vacant since the resignation of Bob Docherty.

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

Trolley No. 13

Any news, articles, additions, corrections, letters, sales items etc for "Trolley" No. 13 must be with the editor at 10F Fergusson Road, Seafar, Cumbernauld, GLASGOW, G67 1LS (or left in the Members Mail Box) no later than the end of March.

The cover photo shows replica Birkenhead tram no. 70 at the Woodside Terminus of the tourist tramway in Birkenhead.

EDITOR'S NOTE

Welcome to *Trolley* No 12. Apologies for the slight delay in the issuing of this edition. Congratulations to those members who spotted the deliberate (-honest!) mistake in the last issue where tram fares were due to take effect from 3 January 1995. This has now been put back to a more reasonable time to coincide with the grand launch of 53.

NEWS

OPERATIONS

The service is now being operated by both 225 and 9062, depending on the qualifications of the Motorman at the controls of the car on any particular day. As mentioned above the tram fare will not be implemented until the end of March (around Easter). Members are reminded that membership cards should be carried to be able to ride on the cars. Members of SITA and the TMS are also entitled to free "hurls".

GENERAL MAINTENANCE

New supplies of sand for the cars are being investigated, in particular, from companies who supplied GCT with their sand.

Morganite Electric Carbon Ltd have offered us the chance to test a new type of carbon which they have produced. They recently supplied us with a new skid plate for 225. It is now essential that all journeys are recorded so that accurate mileage figures can be given to test the performance of the new carbon plates.

Castings are being made by Dan MacKay within the Trust for brake shoes for all of the cars.

The committee is currently investigating possible ways of rectifying the trackwork problems from the canal bridge to the depot points.

TRAMCARS

Lanarkshire 53 has now been eliminated of all previous electrical faults and the lighting has been rewired so that it is no-longer affected by the canopy switch. All but one of the outstanding upper-deck seat frames has been assembled and fitted. The last

one will be fitted soon. The outstanding fittings missing from this car comprise the Conductors' Box, the leather hand straps and straps for holding the gates and handbrake handles.

Graz 225 is the main car operated by the Guides and some of the newer trained Motormen.

Glasgow 1017 Work at No. 1 end is continuing at a reasonable rate. Work on the windows at No. 2 has ground to a halt due to the illness of the member working on this area

Bruxelles 9062 has had some of its safety devices reinstated although there is still quite some considerable work to do on this car. When the electrical overhaul is complete on this car a number of features will work on this car which have not operated since its arrival at Summerlee.

TRUCKS & ASSOCIATED EQUIPMENT

Prices are being obtained from various sources as to the overhaul of this equipment.

MEMBERSHIP

Membership renewal forms were sent out at the beginning of February. If, for any reason, you did not receive a renewal form, or if you have mislaid it another form will be sent out with Trolley No. 13 in April.

MOTORSCHOOL

A number of motormen have been progressing through the Motorschool. In particular Paul Geissler and Duncan White are now competent in driving 225 in passenger service which means that the Group are now covering almost every day of operation.

TRAMWAY MODELLING GROUP

R. Maclean

The Group now meet every Wednesday at 7.30pm in the Porta-Cabin inside the Depot compound. We have started to re-build an old layout which will run from the overhead. The guage is "00". There is a considerable amount of work to do and it will be late spring at the earliest before it will be operational in any sense. If you are interested please come along - no previous knowledge is

required. Anyone wanting more details should contact Ronnie Maclean on Cumbernauld (01236) 722494.

REPORT TO TRUSTEES

The committee has submitted a five year plan for the future development of transport items and in particular the Tramway.

DEPOT COMPOUND

The Group portacabin within the compound is now in use. It is used as a staff bothy, venue for committee meetings and modelling group meetings. A number of leaks have still to be fixed.

SPECIAL EVENTS 1995

Details of Summerlee's planned special events for this coming year are included with this newsletter.

SITE CONSTRUCTION

The 'vacant' row of miners cottages are currently being fitted out and should be open to the public soon.

1994/5 SEASON OF MEETINGS

There are two meetings remaining in this season. They are on Thursday 6 April and May 4 1995 at 7.30pm. Subjects and speakers have still to be confirmed, and details will be given as soon as possible, but they are sure to be as interesting as always. Meetings are usually held in Bay D (the conference room adjacent to the Ironworks Gallery in the Entrance Building)

SCOTTISH INTERNATIONAL TRAMWAY ASSOCIATION

Members are also welcome to attend meetings of the Scottish International Tramway Association which are held on the second Tuesday of each month at 7.30pm in the City Halls, Glasgow - enter by door F (Albion St). Meetings are scheduled for Tuesday 11 April and 9 May 1995.

GLASGOW AND CLYDE VALLEY BUS GROUP

The GCV is holding a tour on Sunday 7th May 1995 to the Heart of the Pennines Rally at Halifax. This event takes the form of a road run from the Piece Hall in central Halifax to the Sportman Inn on the windswept Swales Moor, via a fairly steep hill climb. The choice of vehicle has not

been decided, although it is likely to be one from the fleet of a SB Holdings company. Due to the distance involved it would be necessary to leave Glasgow at 7.30am on the Sunday morning to reach Halifax around midday and leave Halifax at 6.00pm in the evening to be back in Glasgow for 11.00pm. While appreciating that such a long day may deter people, it should be a very worthwhile trip as there is the opportunity to travel on vehicle types which have not seen regular service for many years. Due to the early departure and late arrival times from Glasgow (usually outside Buchanan Bus Stn) we hope to be able to offer transport to a suitable pick up point for those who require it. The cost will be approximately £15. Further details can be obtained from GCV's Events Organiser: Andrew Hamilton, 36 Kippen Drive, Busby, GLASGOW, G76 8JH. Other tours planned include a West Lothian, South West Fife and East Central day tour on Saturday 3 June visiting Bathgate, Livingston, Dunfermline, Stirling and Falkirk depots/towns. A tour of SouthWest Scotland and Ayrshire is planned on Sunday 2 July, Aberdeen and Beyond on Saturday 5 August and SB Holdings on Sunday 10 September.

The GCV Bus Group are holding their third Winter meeting on Tuesday 14 March in the City Halls, Glasgow (directions as SITA meetings). Jasper Pettie will be giving the talk. All are welcome.



THE ULTIMATE DRIVING EXPERIENCE

W Tollan

In the Fifties because of the passing problems on the Duke Street curve at Parkhead Cross, Dennistoun Depot had about 80 Standard cars and a handful of Coronations for the Airdrie run - so I only had the opportunity of trying my operating skills (or lack of them) on Standards and Coronations. No Cunarders were on the Dennistoun roll - presumably because of their dislike the sleeper track between Baillieston and Coatbridge - nor of course were Green Goddesses (although some had the incredible 30 on the number screen).

Past visits to Crich remedied the Cunarder omission on my operating diary, but to operate a Green Goddess seemed a dream unlikely to be fulfilled until the TMS Journal revealed 1055 (alright I know it is now back to being 869 but if it hadn't been for good old GCT, would it still be around?) as one of the three cars available for the Ultimate Driving Experience. Too good an opportunity to miss I felt.

Great difficulty ensued to convince the powers that be in Crich that a Glaswegian would pass up the chance of a go on a Coronation, 1282 being one of the available trams.

Getting to Crich provided an experience in itself. Calling in to blackpool to help flog Brian's books led to the unwise decision, while at Fleetwood, to await dusk and ride to Starr Gate in order to view the first night of the famed illuminations. On arrival at Starr Gate, chauffeured there by an excellent lady driver, muggins decided that friend Jimmy better have a walk around and that we would return to Fleetwood on the next tram. The next tram didn't arrive for three quarters of an hour, and while its lateness meant an interesting fast whirl to Fleetwood from Uncle Tom's famed Cabin (during which journey we were sure a bogie was repeatedly derailing and rerailing judging by the appalling racket) it meant that we now had only an impossible hour left to reach our Matlock boarding house deadline of eleven o'clock.

The photo opposite shows Liverpool 869 (Glasgow 1055) approaching Glory Mine Terminus at the National Tramway Museum, Crich during the "Ultimate Driving Experience".

Needless to say that it was a disgruntled landlord who rose from his bed to admit us. He was even more disgruntled half-an-hour later when after Jimmy's necessary night walk I dragged him out again to regain admittance thinking the outside door was locked when it wasn't. It had only needed a strong heave. Woe was me. It looked as though it was going to be a miserable weekend.

Ten o'clock on the Saturday morning saw eight hopefuls assemble in Crich's classroom. Four were for 1055 and four for 1282. A well-produced booklet on tram operating had been produced and it also contained details of the chosen tram. Our instructors for the day, Colin Heaton and John Shawcross were there to greet us and Colin gave an excellent introductory talk. When Colin requested follow-up questions another candidate immediately asked why the Coronation had three circuit breakers fitted! Since the cause was the notorious accident in Shettleston Rd involving a Beardmore's lorry reversing into poor old 1145, which occurred just round the corner from our old home in Westmuir Street, I was able to contribute a few words which broke the ice for me.

Colin and John took us on a tour of the comprehensive TMS collection of tram and tramway artefacts (where did that bit of complicated Glasgow tramway crossing come from?) and without more ado we were on the trams. Both Coronation and Green Goddess had been immaculately prepared for our edification and delight and we were told that they were ours for the day and that family and friends were welcome aboard as well. Each budding motorman was allowed several return trips up and down the line in sequence. My usual experience with a surname beginning "T" meant that I would be last. (But no matter - I got to take 1055 into the depot as a result!) A great time was had jumping from one tram to the other and fiddling with screens in true big boy fashion.

When it came to operating the trams we were actually encouraged to get on to top parallel where the lay-out made this a possibility. A pleasant and unexpected change from trundling round Summerleel! Thus I attained the fastest speed I have ever managed behind the "haunles". Oh joy! Oh bliss! The brakes on 1055 were perfection and finger-tip control was all that was needed. Some ride too. I also appreciated the "rest" bar beside the brake handle. This had

been removed when the class came to Glasgow but had been restored (rightly!) by the Liverpool group of preservationists.

A great day and one to be thoroughly recommended.

We afterwards re-assembled for a jovial evening in the Jovial Dutchman in the village (it sometimes appears in "Peak Practice") and that too come highly recommended.

Do try "The Ultimate Driving Experience"! Great value for money.



The photo above shows the author at the controls of Liverpool 869 (Glasgow 1055) - photos W G Guthrie

*** If anyone is interested in completing the motorman course at Blackpool, would they please be kind enough to contact Bill Tollan (01698 812054) for more details as to times and costs ***

NEW TRAMWAYS FOR MERSEYSIDE - OLD AND NEW by the Editor

Since I began producing Trolley, Mr Alf Jacob, a member from Liverpool, has kindly been sending me photographs, information and newspaper cuttings of the latest Tramway developments in the Merseyside area and beyond.

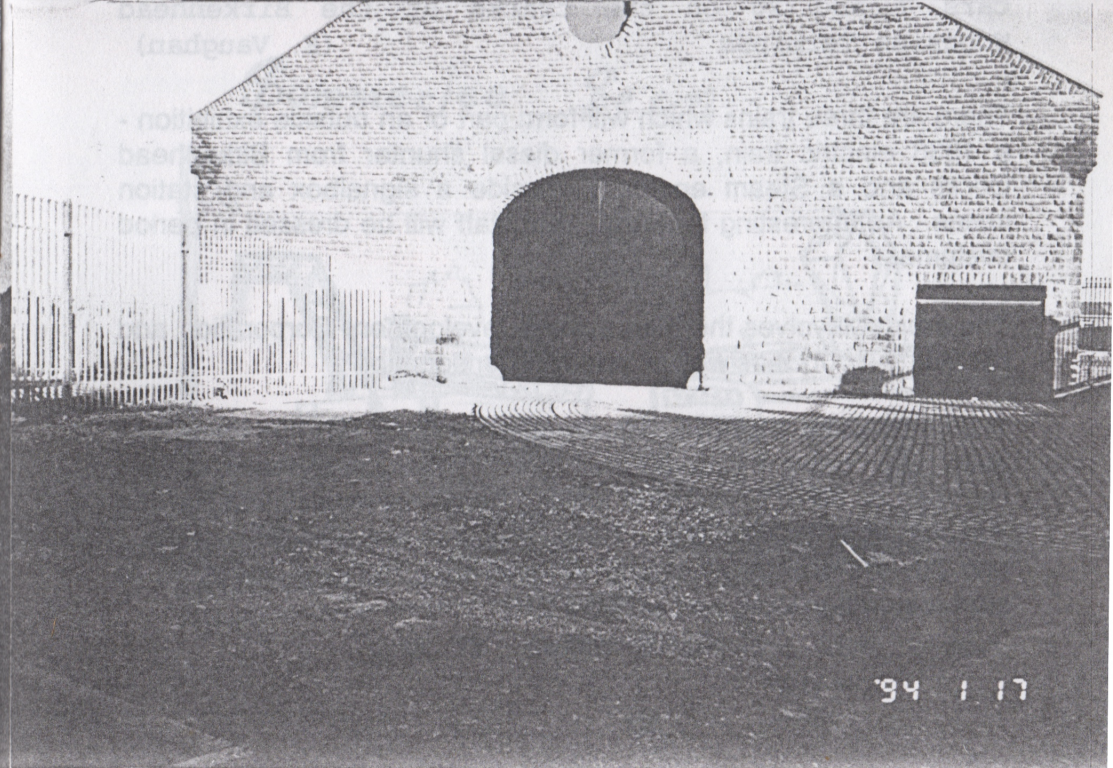
Undoubtedly, the main project in Merseyside is the construction of the Tourist tramline between the Woodside ferry terminal and the Pacific Road Transport Museum, a distance of about 300 yards. The track has been gradually laid over the last few years with a great push towards the end of last year to have the line finished and the overhead positioned. The two Hong Kong built replica Birkenhead trams built specially for the project at a cost of £79,000 each have already completed safety checks and test runs on the new line and full scale operation is planned from Easter onwards, although there has been a basic service some weekends since the new year. 26 refurbished ex-Newcastle tramway and trolleybus poles were put in place late last year by Peter Price Electrical Installations of Newcastle.

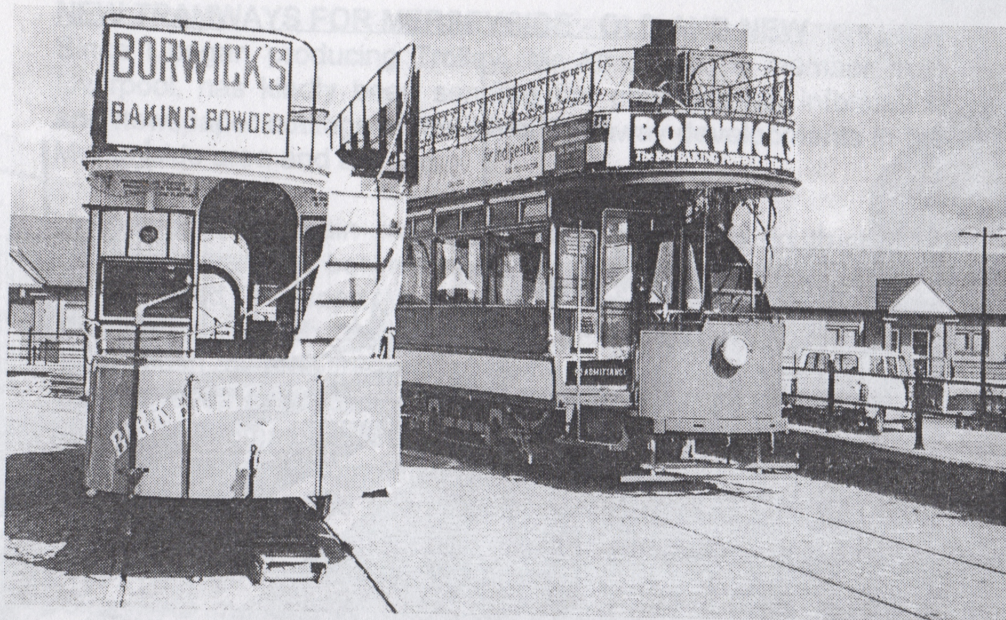
At the end of August, an advertisement appeared in the Liverpool Echo for four time served electrical and mechanical engineers, to work as drivers/cleaners/conductors/maintenance men on the tramway on Fridays, Saturdays and Sundays. Full driver training was carried out at Blackpool.

The second stage of the tramway from Pacific road to Egerton bridge was due to start this year.

The Pacific Road Transport Museum is large project with plans for trains, trams and cars combined with a 1930's Birkenhead Street scene complete with an authentic pub - they've got the right idea. The museum will provide an attractive stopping off point along the Tramway. the museum will also act as a depot for the vintage trams.

The photos opposite (top) shows the track laying in progress from Woodside Terminus to the Pacific Road Transport Museum and (below) shows the track leading into the new museum.





The photo above shows superbly restored Birkenhead cars 7 and 20 on the tracks at the Birkenhead Woodside Terminus
(E. Vaughan)

There are three trains which will form part of an outside exhibition - a 1938 electric train, a former diesel shunter from Birkenhead Docks and a Steam engine alongside a signalbox and station scene. An interesting feature is that staff will be dressed in period costumes.

The project involves the Merseyside Development Corporation and the Wirral Council as well as private sponsorship.

The Merseyside Tramway Preservation Society (MTPS) have also been very busy. One of their greatest success stories is the storation of 869 (1055 to Bill Tollan!) which is now running at the National Tramway Museum. They have also restored Birkenhead 7 and 20, are currently working on Liverpool 762 and are soon to start restoration work on Liverpool 245.

As with most other main cities up and down the country there is a propped light rail system planned for Liverpool. A private consortium, The Liverpool Light Rail Group (comprising Powergen, Merseybus and North Western Roadcar), plans a £75m light-rail service linking Speke in South Liverpool with the City Centre with a Spur to Liverpool Airport, the first of six possible routes. The aim is to provide park-and-ride facilities to encourage private car users off the road, especially at peak times. They claim they could law 200 metres of track every night, restoring the road surface for the following morning!, by using precast sections of track. Their target date of operation is in 1997, exactly 40 years after the last tram ran in Liverpool.

Information obtained from the Liverpool Echo, the Daily Post, MTPS News Letters and Alf Jacobs. All photographs Alf Jacobs, except cover view(editor).

Membership details of the MTPS can be obtained from Mr Ray Fripp, 7 Scafell Close, Eastham, Wirral, L62 9EU.

Summer/ee Seen



"DAE YE COME BACK?"

Thuy

NEW SERIES

VIDEO VIEW

by Duncan R White

In this new series Duncan will review a different video in each edition of Trolley. Some may be new videos and some not so new!

Aberdeen Trams

A selection of films recapturing the glory days of Aberdeen Trams including archive footage (the earliest dating from 1906) together with detailed coverage of the services abandoned between 1954-1958.

Special Features: A war-time "fire"; ex-Nottingham and Manchester cars in service; a balcony car purloined by students; Superb Snow Scenes; Final Day Activity including the Last Tram.

Aberdeen possessed one of the most progressive tramway undertakings in Britain. An integrated network of tram and bus routes, providing regular, reliable services at cheap fares. The last tramway extension opened in 1938 and the final batch of new trams entered service in 1949. The last tram entered King Street Depot on 3rd May 1958.

The video is a vivid reminder of the elegant green and white trams which once served the city so effectively.

Online Video (black & white and colour)

Running time 75 minutes. R.R.P. £19.00

Photo opposite: Low Flying Tram?
Where?

Answer next issue!

COMING SOON

As well as all the usual news of happenings at Summerlee, your future editions of Trolley will feature:

Miniture Railways to Visit in Central Scotland

West Central Scotland Meets Again

The West Yorkshire Transport Centre

and much, much more!

