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tramway
needs
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Have you ever wanted to "drive" a tramcar?

If the answer is YES then come help to
operate Scotland's ONLY tramway.

See duty motorman or depot staff for details

TROLLEY

Newsletter of the Summerlee Transport Group

ISSUE No. 21

FEBRUARY 1998



Tommy
Docherty
who
died
6th
December
1997

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SUMMERLEE TRANSPORT GROUP

The Committee 1997

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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**

Tramcar News

9062 This car ran all summer along with 53. It was withdrawn at the end of October to have new brake pipes fitted at No. 2 end and these are now operating satisfactory.

225 Mike Chalton with the help of Andrew Harper have found faults in both motors. At present nothing has been done but there are some possibilities to be tried out which might solve the problems.

53 The car operated all through the summer. It has now been withdrawn from service for maintenance work. A new trolley pole was purchased and has been fitted. The brakes have been re-balanced and we are now waiting for new controller fingers as the current ones are worn down.

1017 Work is continuing slowly but steadily. The saloon section of the main roof is now complete. Once the rest of the wood has been shaped it will then be fitted. We are still waiting to get No. 1 end canopy constructed and fitted.

PERMANENT WAY Work is now going on with the track repairs. All joints will have to be bent inwards to remove the dog legs. Over the holiday period repairs were carried out from the Central Gate to the Canal Bridge. This will also be less wear and tear on the cars.

DEPOT After many years of pumping out what we thought to be drain water from the pits, we have now discovered that the depot was built on a natural spring. N.L.C. are going to have to dig down into the depot floor to divert the water into the canal. After seven years of water seepage, we might for once have dry pits and no crocodiles.

Brian Quinn

MEETING NIGHT

MONDAY 2nd FEBRUARY AT 7.30 p.m.

SPEAKER FROM THE WAVERLEY PRESERVATION SOCIETY
ALL WELCOME

Tommy Docherty – Motorman 22

TOMMY DOCHERTY who died after a short illness in Monklands Hospital on 6th December 1997 will be missed by all at Summerlee.

Tommy had a very outgoing personality and he soon made many friends when he became a Motorman with the S.T.G. in 1990. He always had a fund of stories, jokes and incidents to relate and it is fair to say you never had a dull moment when you were in his company.

Tommy was a regular Motorman every Wednesday for many years and took his turn at special events.

He was always smartly turned out in Green Corporation Uniform and Hat, plus his obligatory bag with thermos flask, tea bags and biscuits, plus of course a towel, which was in constant use in the warmer weather.

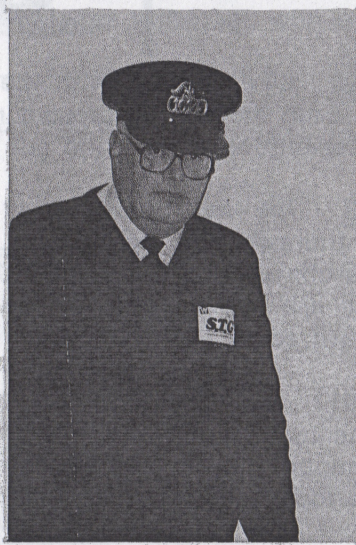
Tommy was also a founder member of the model club and took a very active interest in it. He always enlivened our evenings at Summerlee.

Tommy had a life-long interest in trams and tramways and had a large collection of books, maps and models at home. In the past he had been a member of the T.M.S., L.R.T.A. and the S.T.T.S. He had driven trams in the Isle of Man and at Crich.

For the last 3 years he had been a member of our Committee and was lately the mailer for "Trolley". He was a big man in every sense of the word and you never heard any adverse comments made about him.

Tommy is survived by his wife Jean, daughter Eleyne and son Tommy and our condolences go to them.

Ronnie Maclean



Tommy Docherty



IT was decided quite some time ago that a visit to Transperience at Bradford was a "must". As with a lot of things, it kept being put off for another time. Eventually a day was put aside. All's well you may think – wrong! The establishment closed 2 weeks previously – probably for good, at best just for the winter.

Transperience's short life seems to have been plagued with problems, mostly of a political nature. It is at present in the hands of the Receiver. It may re-open albeit in a truncated form. After a couple of phone calls to the Manager of the site, a private visit was arranged.

Messrs. Longworth, Quinn, Wilson, Maclean and Chalton arrived at the main gate and met Paul Griffiths, Manager and our guide for the day. The main attraction was Graz 210. A detailed look at said car was made internally and externally. Unlike 225, it does not appear to have been painted since leaving Graz and looked a bit jaded. It sports a trolley pole rather than a pantograph which to our eyes looked a little odd. Internally a start had been made on relocating the under-seat trolley line voltage equipment. A lot of power cables being disconnected and lying on the floor. Some interesting bits and pieces were present on 210 that are missing from 225. The "Elin" controllers had been removed, checked and replaced –

not an easy task to yours truly's mind but "no problem" said Paul. Cabling, motors, etc. likewise in good order. Peter Price (of overhead fame) arrived at this point and led us, not unwillingly to his regular watering hole whereat an excellent luncheon was consumed.

Back to Transperience and a walk along the entire roadway/tramtrack. Peter had installed all the overhead for both tramway and trolleybus route. It was generally agreed that none of us had seen such a neat and eye-sweet overhead on *any* system *anywhere*. The tram track was also first class. We had been told in advance that nothing would be running. I for one would have liked to have taken out one of the Bradford trolleybuses for a spin. Not too worry. We had free range of the depot. The depot and all other buildings are purpose-built and well designed.

The depot buildings were large, well lit and heated! No struggling with a dodgy gas heater here! The tram service when running was operated by a pair of Budapest cars. Being single-ended, they worked as a coupled pair back-to-back. The trolleybus service was operated mainly by a Swiss single deck vehicle. Two well maintained Bradford D/deck trolleybuses saw occasional service. These vehicles have a

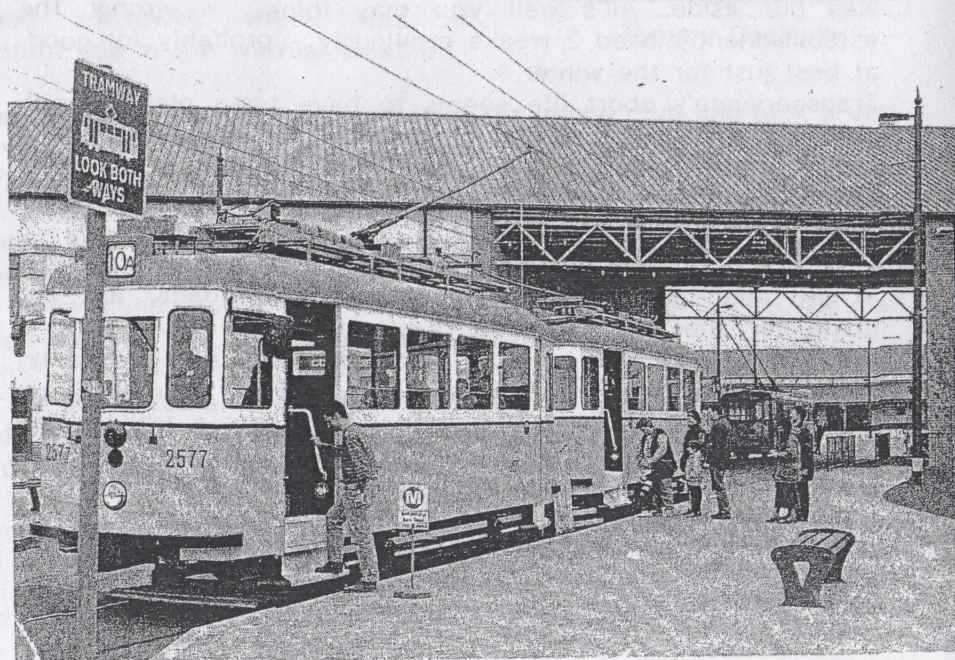
reputation for being very powerful and fast! Many other buses lurked in the back of the depot, most of which had been restored to a very high standard.

Closing time arrived all too quickly. We expressed our thanks to all and departed to "do" Manchester's trams on the way home. Hitting the city centre in the middle of the evening rush hour resulted in heavy traffic but plenty of trams to observe. Even with 4-car sets, the trams were packed to capacity – good to see!

A trip was made to Old Trafford so as to sample a mixture of tram and rail track. On the ex-BR section the performance was quite lively. It was noted by one member that the BR 25,000v AC overhead and insulators were still in use albiet at a slightly lower voltage for the trams. Glazed looks from the other folks!

A return visit is due sometime in the future to explore the rest of the system. Time had now come however to pile back in to the big red Volvo and thrash up the M6 at a naughty 71 mph. (OK officer, I'll admit to 72!).

Mike Chalton.

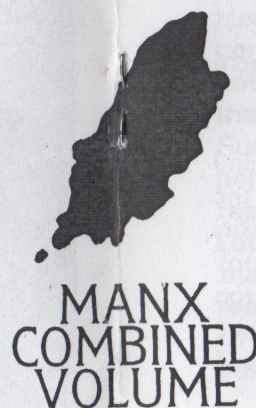
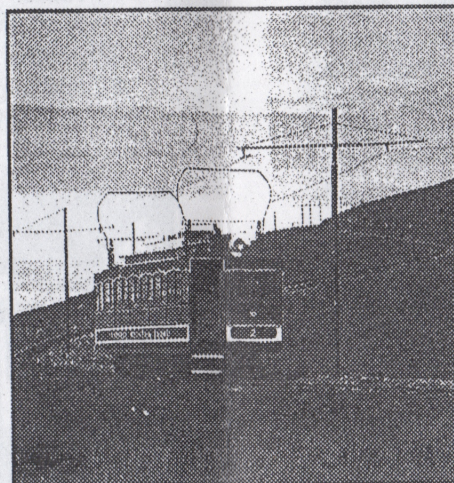


Travelling with
THE MOTORMAN
on the
MANX ELECTRIC
and
SNAEFELL MOUNTAIN
RAILWAYS



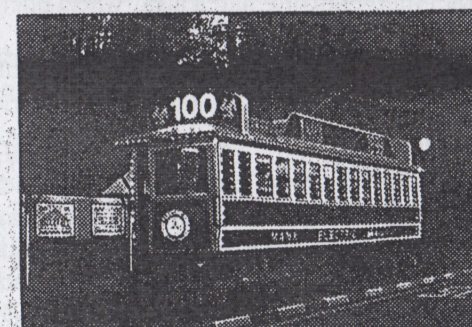
The Unique Manx 'Electric' Railways
as you have never seen them before,
'In Cab', Lineside and from the Air.

Travelling with
THE MOTORMAN
on the
MANX ELECTRIC
and
SNAEFELL MOUNTAIN
RAILWAYS



The journey on the Manx 'Electric' Railways is an experience that no visitor to the Isle of Man should miss, the coastal route from Douglas to Ramsey and the line to the Summit of Snaefell are Worlds apart. These programmes give a full account of both railways historically and today, including scenes of

the Motorman at work, the view forward, lineside and aerial footage. A 20 minute introduction tells the story of the railway which became the MER, from the early days to the 1993 *Year of Railways*. 10 minutes of archive, photographs and video scenes give a 'potted' history. A visit to the Derby Castle car sheds precedes a run to Ramsey with Motorman, and enthusiast, Mike Goodwyn. The whole route is illustrated, Mike offering a fascinating insight to the railway *en route*. Interludes include Glens, power and sub-stations and a Quarry. Various trams are illustrated including 1 & 2, a rare trip to Ramsey for No.2 is viewed from the air from Bulgham Bay. The Snaefell programme celebrates 100 years of service on Britain's first Mountain Railway. A brief introduction includes historic photographs and archive cine. The story is brought up to date with a journey to the Summit today with Motorman John Gillings. Interludes include the 'switch on' at the mountain sub-station, T.T. action, the CAA railcars and the new car shed. We conclude with the story of *Caledonia's* return to the mountain line that it helped to build 100 years earlier. Evening sun blessed the occasion when the 0-6-0T made it's first successful ascent to the Summit propelling a vehicle this Century. Scenes from our chasing tramcar, No.2, and lineside footage record this historic event. We descend in the cab of *Caledonia* before closing with lineside action of the engine's first public runs on the mountain.



Approx. 2hr 47mins.

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Cover Photographs: (Front) MER 1 & 2 approach Onchan in 1993 (Trevor Nall), (Spine) Descending to the Bungalow on the Snaefell Mountain Railway (Trevor Nall), (Rear) *Caledonia* storms to Snaefell Summit on test in 1995 (Paul Gower), Illuminated tramcar at Groudle (Trevor Nall).

BEAMISH TRAMS



SHEFFIELD 264

264 is one of 15 double deck balcony cars delivered in 1907 to Sheffield Corporation Tramways by the United Electric Car Company of Preston. The body has wooden seats for 59 passengers, and is mounted on a 4-wheel Peckham P22 truck with two Metrovick 102DR 60hp motors operated by BTH B510 controllers. The braking systems comprise a handbrake acting on all wheels, an electric brake for emergency use and a hand-wheel operated track brake.

The tram was rebuilt in 1926 with a totally-enclosed upper deck. Then, owing to the large number of new more modern trams introduced by Sheffield, it was renumbered 342 in the late 1930s and relegated to peak-hour use, although it survived in service until 1956. 342 was acquired by the British Transport Commission and exhibited in Clapham Transport Museum until 1967, when its removal to Consett Iron Company premises was organised by the Northern Tramway Sponsors.

342 arrived at Beamish in December 1973 painted in Gateshead colours and temporarily converted to an open top layout owing to the poor condition of the upper deck structure. The tram operated in this form until 1985, when it was withdrawn for a major rebuild to restore it to its 1920s condition as open balcony car 264. This work, which involved the construction of a substantially new top deck incorporating many original components, and the application of the ornate period Sheffield livery of Prussian blue and cream with gold lining, was completed in 1987. In this form 264 has proved to be a most useful all-weather tram.

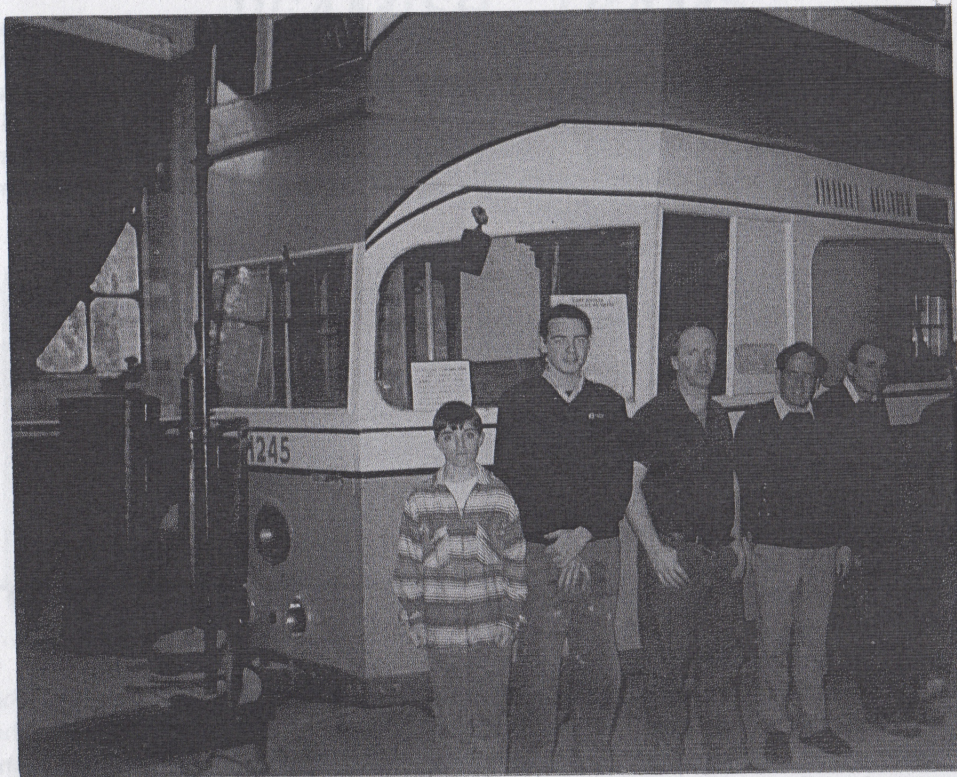
MANY of you will have no doubt heard that the S.T.G. Committee have for some time trying to secure the relocation of Glasgow Coronation Tramcar 1245, in the hope that the car would one day be operational within Summerlee Museum. Unfortunately negotiations for this have "broken down". In order that our members and other tramway bodies are not misinformed, the following is the account of the negotiations. In 1988 Ian MacDonald of SITA contacted Mr Adam Gordon who owns Glasgow Coronation 1245 with a view to it being moved to Summerlee and operated there by the Summerlee Transport Group. The discussions for this move went very slowly for the first 8 years with Mr Gordon visiting Summerlee to have a look round.

The negotiations for the car's move stepped up a pace in January 1997 when proposals of the "terms and conditions" were drafted and sent on to Mr Gordon. The committee subsequently liaised with the Summerlee Management ensuring there was still a place for the car and that adequate storage facilities were available whilst it is being restored. Some of the Committee Members also visited the East Anglia Transport Museum (E.A.T.M.) where the car was stored to assess its current situation.

SAFE-GUARDS

Meanwhile the proposals were being sent back and forth and continuously amended to encompass as many feasible safe-guards as possible. The first major stumbling block occurred when it was realised that S.T.G.'s finances would not be sufficient to bring 1245 up to Summerlee. Therefore the possibility of National Lottery Funding was pursued earlier hoping that they would finance the transportation, restoration and erection of another depot in which to house it. The Lottery Commission was contacted, and they confirmed in principal that their criterion covered these items of funding. However, on reading the application information it was found that in order for us to be granted funding we would have to have the car for a loan period no less than 99 years.

1 2 4 5
R. I. P.



Members visit to East Anglia Transport Museum

When Mr Gordon was informed of this he told us that he did not know the Lottery would be involved as he did not agree with it as a matter of principle. He also felt that 99 years was too long a loan period and added that it would be "waving goodbye to the car". However, if the Lottery Commission would grant funding for S.T.G. to purchase the car at Mr Gordon's asking price of £75,000 then Mr Gordon may agree to sell it. The Committee sought professional advice and decided that the car in its un-restored state was not worth the money being asked and would therefore never receive adequate funding or sponsorship. Meanwhile, E.A.T.M. were requesting that 1245 be removed from their museum as soon as possible as they now had plans for the occupied space. This left Mr Gordon with the task of trying to find another home for the car whilst we looked for other "more appropriate" funding. This however proved to be an impossible task as no one was prepared to pay £75,000, or grant funding unless it was on loan for at least 99 years. It was due to our impossible situation that Mr Gordon



decided that he would no longer negotiate with us, but look for another volunteer body to restore his car.

The S.T.G. Committee regrets that 1245 will not now be coming to Summerlee Museum, as this will be a great loss to the people of Scotland. We hope that Mr Gordon succeeds in finding a suitable home for the car, and that it will be one day restored to its former glory.

We would however like to take this opportunity to thank the East Anglia Transport Museum in their continued support throughout these difficult and often trying negotiations. The S.T.G. Committee will endeavour to expand the existing fleet by contacting other like-minded museums and tramway bodies.

