



1017 being lowered onto the Summerlee track for the first time

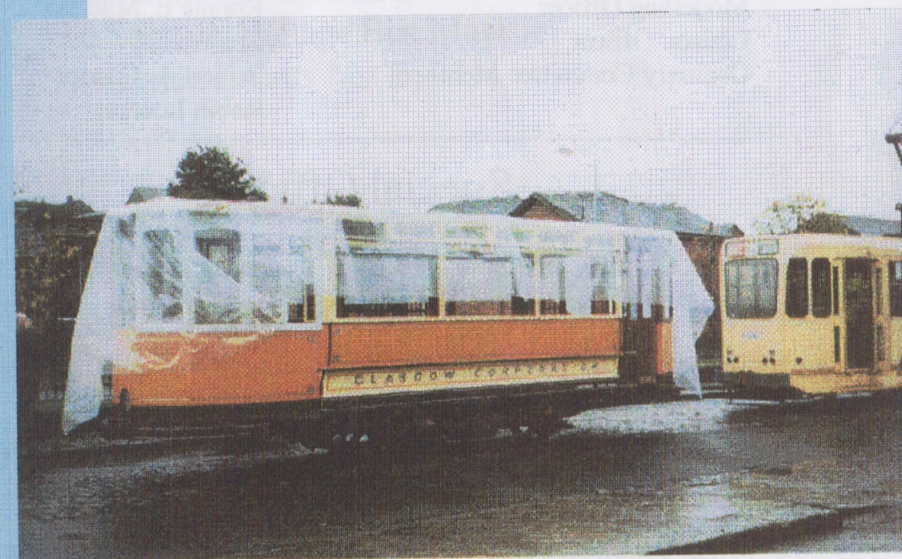


What a change!! 1017 shortly after arriving at Summerlee

TROLLEY

The newsletter of the Summerlee Transport Group

February 2002



1017 on the 23rd of October being towed to the depot by 9062

Website: www.summerlee.co.uk

Email: summerleetg@hotmail.com



Summerlee Transport Group

The Committee 2001

Chairman	Brian M. Longworth
Secretary	Brian Quinn
Treasurer	Robert. N. Sutherland
Membership Secretary	Ronnie. E. Maclean
Sales Officer	George Broom
Restoration Co-ordinator	Brian Quinn
Trolley Editor	Duncan R. White
Modelling Officer	Ronnie E. Maclean
Liaison Officer	Jim Wilson
Ordinary Committee Members	Robert A. Connor
	Robin Loudon

Special Officers

Tram Cleaning Officer	Andrew Jamieson
Assistant Trolley Editor	John Kennedy

The Summerlee Transport Group is a voluntary group and is a registered charity. (Charity number SC020158)

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

All Contributions to Trolley should be sent to: Mr John Kennedy,
16 Battlefield Avenue, Langside, Glasgow, G42 9HP.
Or send via email to johnkennedy.uk@btopenworld.com

All other correspondence to be sent to the Secretary: Mr Brian Quinn,
22 Ratho Drive, Windsor Gate, Carrickstone, Cumbernauld G88 0GG.
If for another officer this will be forwarded to him.

Please do NOT send correspondence for Group officers to C/o
Summerlee Heritage Park, Coatbridge

Welcome to the February 2002 edition of Trolley

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Enclosed with this edition:

Membership Renewal form 2002
Model Rail Scotland 2002 flyer
Notice of A.G.M

Also look out for all these articles in future
editions of Trolley:

Blackpool Standard 147's story by Steve Palmer
A visit to San Francisco by Albert Hill
Glasgow T.I.M ticket Machines
Glasgow 1245's History

And Much, Much more!!

Assistant Editor's note

Could all members wishing to contribute any articles, news or photos for inclusion in the next edition of Trolley please ensure they are with John Kennedy, Assistant Trolley Editor no later than the 25th March.

Articles, photos, news can all be sent via email if preferred (this method is easier for me). Photos should be Jpeg, Gif or Bmp format only and text sent as a Microsoft Word document, Lotus Ami Pro document, Lotus Word Pro document, Word Pad document or sent as a normal email.

You may alternately send items for inclusion via post to my home address or leave them in the depot office for me to collect.

Group News

Notice is hereby given that the Annual General Meeting of the Summerlee Transport Group shall be held in the Conference room at the Museum on Monday 4th of March at 19:30 hrs.

Note on production of Trolley

Due to problems with the photocopier in Summerlee some of the pages in Trolley may have a black line running through them, I apologise for this and hope it will be resolved in time for the Annual Report being printed.

STG AT MODEL RAIL SCOTLAND

STG will be operating a stand at this years Model Rail Scotland. The main purpose is to promote Summerlee Heritage Park and our Tramway. A sales area will provide the opportunity to purchase mainly transport memorabilia and second hand model railway equipment.

If you are attending the event be sure to visit us to find out the latest news on developments within the park.

Better still if you can spend a few hour helping at the stand, we may be able to get you in for free as an exhibitor assistant.

If you have any transport models memorabilia items you wish to sell why not do it on our stand for a small percentage charge, there cannot be a better venue to do this.

REMEMBER ALL MONEY RAISED GOES TOWARDS TRAMCAR RESTORATION.

Call George Broom 0131 343 1703 (evening only) for details

WELCOME TO NEW MEMBERS

**MR D. PLUNKETT OF CUMBERNAULD
MR J. WALKER OF CAMBUSLANG
MR S. CAVANAGH OF GLASGOW
MR D. MURRAY OF EDINBURGH
MR J. HEIN OF EDINBURGH**

A VERY WARM WELCOME TO YOU ALL!

Chairman's Remarks

Over the last couple of months there has been steady progress with the various projects.

Firstly, congratulations to Douglas Boyle and Jim Riddell who have been passed out as motormen and now operate the car regularly. Jim was a Glasgow motorman very early in his career and I gather from Bob Sutherland that despite the passage of years, it took some time to get him used to our different controlling techniques.

Good wishes go to David Rennie who had a spell in hospital recently and is making a good recovery. We hope to have him back at the controls in the near future. Good wishes also go to trainee motorman Gordon Foulger who has been on sick leave for a number of weeks. Gordon and two other trainees will be taking their tests as soon as dates can be arranged.

The position of Conservation Technician was advertised at the end of November. Bob Docherty had found that the sale of the Sintra Tramway to the local Council by Stagecoach had not improved the support either for the operation or the extension of the tramway and had put in his resignation and made arrangements for his belongings to be sent home before hearing about the Summerlee vacancy. He applied for the job and was successful and should be taking up the appointment at an early date.

Bob was involved in the background at Summerlee several years ago, arranging the move of 1017 from Cambuslang to Summerlee when it was considered too difficult for the Trust, also the purchase of the truck for 1017 and the laying of the railway siding. Various members have worked with him in the past, either on the restoration of Blue Train Unit 303 048 or more recently when we assisted with restoration, overhead maintenance, track clearing and heavy labouring at

Sintra. Bob has had considerable experience of working with and motivating volunteers and I expect will use these skills to the benefit of all concerned. He has already involved himself as a volunteer on 1017.

225.

The electrical fault has still to be attended to. We were fortunate that John Markham was able to look in during a visit to Scotland and he suggested a different approach to the faultfinding. New member David Plunkett has discussed this with John and we hope he will be able to find and repair the fault. John was also able to give us the benefit of his experience as a Railway Inspector and suggested various changes which should be made generally. Little further work has been carried out on the car as other priorities have arisen.

1017.

This has seen the most progress. The defective motor was repaired and refitted. The top plates were drilled by the Summerlee Engineer, Alan Taggart and the truck was completed and attached to the car between 13th and 15th October. This involved two midnight sessions, and if it had not been for Alan's help with the overhead crane, would probably have meant at least one night shift. On 23rd October, 1017 was rolled out of the exhibition hall and was craned on to the track. Everything went extremely well and the car was settled in the depot in record time, the move having been well recorded on film and video. Steady progress is being made with the woodworking with one person working single handed. The bow tower has still to be delivered but the flooring is almost complete. Orders have been placed for brass fittings and other metal work which will be fitted as soon as it is available. Peter Price returned the following week and completed most of the wiring and the remaining paintwork and the car moved under its own power for the first time on 5th November using a jumper cable. Peter will be back to complete the final

commissioning once the new rheostat has been delivered and the bow tower fitted. The air piping etc. is being fitted by Doug Michael and he and Jim Cordiner have been rebuilding the compressor which was found to be worn out. Hopefully all this will allow the car to be tested properly and we hope to arrange an inspection by the Railway Inspector at an early date. Most of the working members have been assisting with various jobs for 1017. Even I managed to get my hands dirty on one or two occasions, but particular mention should be made of the hard work and long hours put in by the three stooges (sorry - stalwarts) Brian Quinn, Jim Wilson and Robin Loudon. By working in the Exhibition Hall where they were seen by both staff and public, they have demonstrated the efforts they and other Group members usually do behind the scenes and have built up a good rapport with staff and the various contractors working on the tram. Robin's work commitments have mostly restricted him to weekends but he has attended and passed a course in slinging and lifting which will allow the Group access to more equipment and save a lot of hard physical effort.

392.

The car is virtually ready for service but John Kennedy has continued with some minor painting and varnishing. We are also awaiting the completion of lettering and transfers by the signwriter. We had a visit from the representative of the Department of the Environment, Transport and the Regions, who has asked for some cosmetic alterations and given guidance on applying for the Statutory Instrument required for exemption from the various Acts governing the use of the car.

53.

Following on from the Royal Visit, when certain parts of the cars were freshened up, it was decided to tackle other jobs on the car while it was out of service for the winter. The top deck seats have all been removed, dismantled and stripped

down and are now being repainted, varnished and reassembled ready for refitting before the start of the season. We hope to have improved destination boxes with new screens. We are seeking guidance on original colour schemes in order to freshen up or correct the colours of the top deck railings, trolley mast and truck. This work is progressing well on Thursday nights with several of the newer members being heavily involved.

9062.

This car still soldiers on, looking rather the worse for wear. New brake shoes were fitted, having been drilled accurately by Alan Taggarty, along with new fixing bolts which he also made. This should make future renewals much easier.

Doug Michael has been using his technical skills to check the performance of axle bearings, compressors and motors, having these repaired at little or no cost. He is also setting up proper records for these items, going into much more detail than is done at present and will also revise our maintenance programme and records.

No Special Events are planned before Easter but the Group is participating at Model Rail in the SECC at the end of February. Some of the Model Club and other working members have indicated a willingness to help but I hope other members who are not involved will be able to spare two or three hours to encourage visitors, publicise the Museum and the Group and help raise funds. If you can help, please get in touch.

If you have not yet renewed your membership will you please do so by filling out the enclosed Renewal Notice and send it with along with your remittance to the Membership Secretary.

Düsseldorf 392's history

By John Kennedy and Paul Geissler

Rheinbahn 392 was basically a KSW (wartime standard car) although built in 1951 by Düwag (Düsseldorfer Waggonfabrik), with Siemens-Halske electrics.

The livery was cream with a grey roof, grey band below the windows and grey band at sole bar level. The truck, couplings, headlights, fenders and connectors on the dash were grey too. Lettering was gold with black shading.

In service 392 ran with one or two trailers and was sometimes used on the long routes 'D' to Duisburg and 'K' to Krefeld, replacing the big bogie cars normally on these services. It was withdrawn from revenue service in 1972, and was modified in the Rheinbahn's own workshops to plans devised by Karl-Heinz Müller. Included in this rebuild was the replacement of the "Socket" couplings by "Scharfenberg" couplings to make the car compatible with the rest of the fleet, removal of all double seats, removal of bulkhead doors and "u" platform handrails.

The Interior was vastly modified large cabinets were fabricated to contain various switches and other electrical equipment, tool boxes, battery box, coupling adaptor stand and a motor generator set box were all constructed.

The car was now repainted in "Arbeitszug" (works car) orange and lime green lettering was applied, she was also re-numbered into the works fleet, becoming 5232.

Since 5232's arrival on site on the 8th of December 1999 much alteration of the interior has again taken place to make the car not only passenger friendly, but also wheelchair friendly by the installation of a wheelchair lift. In addition, the pantograph has been raised to conform to UK overhead clearances.

The Interior has been re-painted and re-varnished and all German signs replaced by English ones.

The original livery was reinstated during the winter of 2000, and looks immaculate!

It is hoped to launch the car in the spring with Rheinbahn officials in attendance.

For more information on transport in Düsseldorf, and to see pictures of 392's sister cars visit the Rheinbahn's website at: <http://www.rheinbahn.de>



*Düsseldorf 392 demonstrating her
Wheelchair lift in autumn 2001*

1017 - A Personal Recollection

By Bob Docherty

I am fortunate in belonging to the last generation who actually remembers tram operation in Glasgow.

I was born in Coplaw Street and stayed there for the first few years of my life, so conceivably 1017 was the first tram I ever saw or heard, as it plied up and down outside our house during its motorman training days. I remember being fascinated by its size, as it was significantly different from the rest of the double deck fleet that I was familiar with (I never saw 1089 in service).

It would be some time later when I was re-acquainted with this car, in the back garden of Ian Cormack's house in Cambuslang, where it served as a summer house and meeting place for the then STMS. I remember young Hamish (Ian's son who was tragically killed in a climbing accident) showing me the only remaining original orange panel on the rear dash, complete with number. This is the panel currently displayed on the wall in the depot in Summerlee.

The car had, by this time, been fitted with longitudinal seating, and stiff necks were the order of the day as we craned round to see whatever speaker was taking the meeting. Normally winter gatherings would take place in the former Museum of Transport in Coplawhill, however on one exceptionally cold February evening, Alf Jacob from Liverpool had been invited to show his collection of 8mm films, and this took place in 1017. On the day there was no heating in the car, and needless to say, it was far from comfortable. However, as an impressionable 14 year old, and very keen to see every frame of Alf's Green Goddesses

and Baby Grands on celluloid, I overlooked the fact that I needed to make a call to the "smallest room of the house" until it was nearly too late. Such was the attraction of Alf's films, I suffered the inconvenience right up to the final titles. At the end of the film, I could hardly move, and with difficulty, managed to contain myself until the porcelain in Ian's house was safely within reach. Much later still, when part of ScotRail's PR team, I received a distress call from the Summerlee Transport Group stating that the "window of opportunity" to acquire the body of 1017 was rapidly closing for a variety of reasons. Time was short, and was it possible to arrange suitable craneage and transport to rescue the car?

The situation was tricky, as during the intervening thirty-odd years since its initial arrival, overhead power lines had been strung close to the car, prohibiting use of a conventional crane, and gas pipes had been laid along the driveway, severely limiting the weight of any vehicle which could reach it. I seem to remember that we had less than a week to solve the problem, and also that the budget for the operation was well within the three figure range. Fortunately we had in our contact list a small contractor who specialised in moving boats. He built a wooden cradle around the car, which was subsequently jacked up and mounted on tyred wheels. A powerful winch was then set up in the street, and 1017, together with its new harness, was gradually winched along the tight driveway over a series of plates. Once safely out in the street, it was loaded aboard a conventional trailer and whisked away to its current home in Coatbridge.

I believe that the car had had a lucky escape. I then felt quite honoured to be able to join the working parties in the early days of the car's restoration, scraping years of varnish off the interior woodwork as a weekend diversion. Some years on, Summerlee participated in a joint project with the Crich Tramway Museum and other preservation projects, to purchase a job lot of trucks and ancillary equipment from

Lisbon Tramways in Portugal. By coincidence, the trucks were of the Brill 21E type which 1017 had originally been supplied with. February in Lisbon is considerably more pleasant than in Cambuslang, and I found myself there on behalf of 1017 (among others) as part of this project. The temperature was in the high 70's, and I remember being in a position to be able to choose the truck for our car, as well as for the other Scottish projects, (1016 and the Edinburgh cable car), from a line of equipment in the Santo Amaro works, on the banks of the River Tagus. With the equipment suitably tagged, our small team then liaised with a Portuguese crane contractor, and loaded the precious running gear carefully into a series of containers, together with controllers, resistances, switches and basically anything suitable that I could charm out of their stores. The ensemble was then transported and distributed to the participating museums.

After some "time out" working abroad, it was a real treat to come home and behold the car in its current state, with all that equipment beautifully restored, cleaned, painted and in place.

Once again I feel quite proud to be able to continue in the final stages of the restoration of this car.

Ron Logan sends us information that The Eden Classic Vehicle Groups 5th annual rally will take place at Kirby Stephen on Easter Saturday and Sunday 30th and 31st March 2002

A FREE classic bus service will operate between Kirby Stephen East station, Kirby Stephen West station and the Town Centre

More Information can be obtained from Will Harmer on 015396 23254

Traction Motor Overhaul

By Doug Michael

My career with Summerlee Transport Group began as I was researching a section on Traction Motors and Traction Motor Bearings for the Heritage Tram Fleets – Chapter, for the book I am writing, on Traction Motors.... I was at Summerlee one Sunday, taking digiphotographs of 1017's motors - which were lying on the Museum floor waiting to be painted prior to reassembly onto the re-gauged truck.

Quite per chance I met Jim Wilson and he encouraged me to join, it did not take much coercing by Jim to get me to join – having been visibly seduced by the two GE 59 Motors from 1017. Which maybe after the first few months he regretted as I caused some anxious moments – under my new title Dr Death!

It was good to get back to "hands on" working instead of Theoretical problem solving – all of a sudden the 20 Years since I'd left the Merchant Navy flew past. The First Thursday night could not come quick enough as I was looking forward to getting into the Team

As I am an Engineer, one of my first jobs was to condemn No2 Traction Motor from 1017, as it would not rotate freely – in that, after I turned the Motor Shaft it only rotated about six revs. Before stopping then, contra rotating approx ½ a revolution, with a "metallic" clunk... as I specialise in Tribology. ...Nothing to do with the study of nomadic Tribes in the most inaccessible parts of the world (The study of Bearings and Friction) ...I concluded that the Drive end Bearing had failed.

The first thing to do was to identify when the Motor was manufactured and by whom. As it transpired the Motor was manufactured in the United States date Circa.1902.... As the Motor had been manufactured in the States the chances are that the Bearings would be imperial sizes ie inch...or would they? And could a replacement Bearing be found? 99 years on...I decided that the operation had to go ahead anyway the Motor could not run with this Bearing.

At this point I would like to thank the Thursday night Crew for their help in separating the traction motor – ie opening the Top Cover to allow access to the Armature and the two Bearings, also thanks must go to Jim, Brian & Robin for actually lifting the armature out of the casing.

While the Armature was out I took the opportunity to rotate the two Bearings - Non drive end and drive end while they were still in their housings - this confirmed that the drive end Bearing had gone down. The non-drive end Bearing appeared to be all right - while it was still in the housing...

The Drive End Bearing had to be replaced but what Bearing would I find in the Housing remembering the age of the Motor.... would it be an old Imperial sized Bearing - unobtainable? The dilemma had to be cast aside and the Bearing removed. (If required, I could modify the Housing and sleeve the shaft.....)

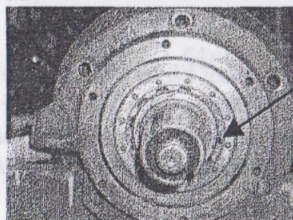
The next task was removing the lock nut at the drive end to allow the drive gear to be removed - not knowing whether the gear would be located on a parallel or tapered Shaft.....After some persuasion the Nut was removed by Alan allowing access to the driving Gear wheel.

As it transpired the Drive End shaft of the Armature was tapered allowing relative ease for dismantling the Gear Wheel assembly. Much to my astonishment and dismay the previous Portuguese owners of the truck had inserted a .025" Sleeve between the Taper O/D of the shaft and the tapered bore of the gearwheel - a totally unacceptable engineering practice for a public transport system.

Then came the task of removing the Locking Nut, to allow removal of the Bearing Housing & Cover.

The Armature Shaft under any other circumstances would have been scrapped.....as the shaft thread was just existent in no more, I managed to get the Bearing housing cover off - eventually, as there was so much grease inside the housing it was causing a "suction" keeping the cover on. Then I saw the reason for so much grease, there had been little or no sealing of the Bearing allowing foreign matter to ingress, the Portuguese realising this and knowing the Bearing was on it's way out had Pumped the Housing full of grease to avert, as they thought a Bearing Failure. (The Grease was fairly new and had not seen much use)

After removing the surplus grease, which was about 90% of it, the Bearing was removed and fortunately it was a Metric Bearing - NU414 M



Minimum amount of grease to ensure a long life

NU 414 M

Cage material M =Brass for Traction Motor and various quarry applications

Bore

Dimension

SERIES

NU = Single Row Cylindrical roller Bearing with no axial location - which means that the Outer Assembly (Outer Ring Rollers & Cage) can "float" on the O/D of the Inner Ring)

In this case the Bearing is 70MM Bore x 180MM O/d x 42 MM thickness with a Brass Cage

When I had removed the failed NU 414M from the Housing I noticed another reason this Bearing Failure...apart from the fact that the Bearing had the incorrect internal clearance - **(normally for an application such as this it would need to be C4 (this is a predetermined clearance in Microns between the Rollers in this case and the Bore of the Outer Ring and the O/D of the Inner Ring.)**

The O/D of the Bearing outer ring was discoloured as was the Bore of the Bearing location in the Housing - this indicated that the Bearing, at some point, had been turning/ rotating in the housing. A quick solution had to be found to this problem as time was marching on... the normal solution to this problem is to machine the bore of the Bearing housing out and fit a sleeve - by shrinking it into the housing and remachining to size.

However in this instance - as in good old Merchant Navy terms improvise - in these conditions one could put several Centre Punch marks in the bore - in an attempt to shrink the bore by using the Centre punch indentations - more the displaced material caused by the indentations.... Emery and Smooth - resize - however, care must be taken at this time not to induce a preloading or a clearance take-up on the bearing during fitting.

As it transpired no such improvisation could take place the bearing is now being held in place by the end cover of the Bearing Housing

While dressing up the Gear wheels on the Axles I noticed the Roots of the gears were compacted with grease residue (**Grease is basically a "sponge" holding oil – if there has been too much grease applied the "sponge" component of the grease can adhere to the component, once the oil has dried out, and cause as much damaged as no grease having been applied**) This was the case in No2 Motor, the compacted grease had "Forced" the driving Gear out of "true" taken up what limited clearance there was in the Bearing and caused the Bearing Failure, combined with Contamination and Too much grease

I was able to obtain a NU414M.....Normal book price - £750.00 p. As we did not have C3 or C4 in stock I had to get a Standard Clearance M Bearing Ground out to C3, which is fine for our application.

As the Grinding is a precision operation and the old enemy time were clashing I was under pressure to get the Bearing Ground out quickly – which one of my Distributors arranged for us at a nominal price. Eventually, I picked up the Bearing from Kilmarnock and returned to Summerlee

As we do not have a Bearing Press I had to ask another of my distributors to press the Bearing into the housing

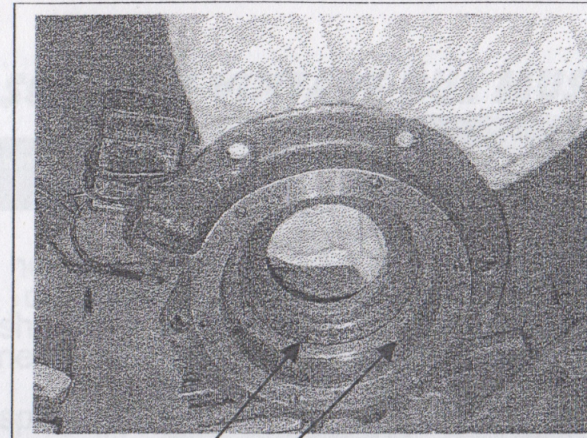
The next step was re assembly....but before that operation commenced the Non drive end Bearing had to be lubricated and tightened up. The NU311M – of FAG Manufacture looked all right – Normally in a Traction Motor there is: -

1] Cylindrical Bearing and a Ball Bearing

2] Or two Cylindrical Bearings –

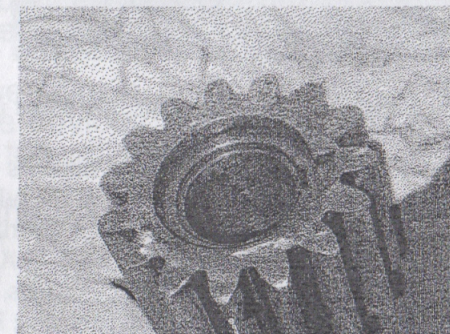
Mainly for starting, the Armature Thrusts slightly when the Electrical current is applied - in this instance the Portuguese have installed two Cylindrical Bearings... however I did notice a small sliver of Brass in the Keyway at the bearing location but after further inspection I was satisfied that it was the residual remains of a previous Bearing. I Greased up the Bearing tightened up the ring nut and bent over the lock washer then placed the End Cover and secured. During the strip down the opportunity was taken to drill and tap 2 – Withdrawal Bolt holes for future removal.

After that it was just a matter of re assembling the Front end ensuring that the Bearing had only sufficient Grease. (Special High Temp Grease) Jim & Brian assembled the Armature into the Motor Casing – testing the shaft rotation before they assembled it into the Truck



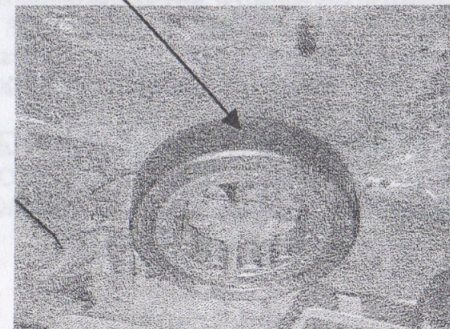
Surface corrosion due to leaking seal

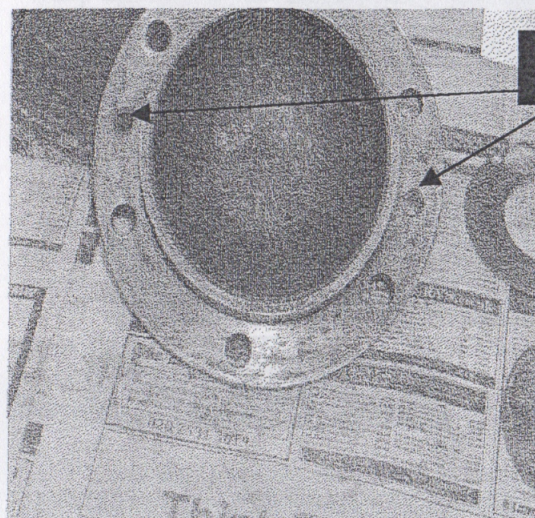
The Bearing has been rotating in the Housing



Gear roots cleaned up and teeth de-burred

Rub marks on the O/d





New tapped withdrawal Holes

One of the questions I am most frequently asked is how much grease do I put into my Bearing?

The answer I give to most people – is it depends on what application – Grease can be a Bearings worst enemy on the other hand it can be it's best friend. Too much grease can cause a Bearing to go down – The Sponge element can dry out and locate in the TRACKS and heat up with the friction of the rotating elements (Balls and/or Rollers) and eventually "burn" the Bearing causing excessive heat and softening the Bearing.

Too little grease can cause bearing failure again by heat caused by too little lubricant.

It all depends on Bearing operating speed and the temperature it is going to be working at. As there are special Internal Clearances available and special Cage Materials. Bearings can also be Oil Lubricated – great care must taken to select the right Oil

If any Readers are looking for more information on Bearings, Electric Traction Theory, Diesel Theory

With reference to Mainline Locomotives – Diesel & Electric – I can supply a CD copy of my book Bearings and Motors at £10.00p Sterling + £2.00 P+P.

I am also taking advance orders for a Book I am writing on 1017 – again this will only be available on CD

A Budget Price for this Publication will be between £15 and £20 with £5.00 from each sale going to STG Funds.

THE SCOTTISH VINTAGE BUS MUSEUM, LATHALMOND

From humble beginnings in a small shed to the south of Edinburgh, in the early 1970s, the Scottish Vintage Bus Museum has grown to become the largest bus museum in the UK.

On display are almost 200 buses of all ages, and in all conditions - from total wrecks, to fully restored specimens. Dedicated individuals or groups have painstakingly restored several of the pristine vehicles on display over many years. Others have obtained buses from operators and only spruced them up to make them presentable.

Buses that have lain in farms or scrap-yards for many years, are obvious to the eye, and await the time when they too will be restored.

Lathalmond is the home for the entire Stagecoach Heritage Fleet, and accommodation is also provided for a large collection of ex-Edinburgh Corporation/Lothian Region buses.

Many of the restored buses operate on the 'Guide Sunday' tours of the Museum during the summer and also undertake the Free Bus Services between Dunfermline Bus Station and the Museum, on weekends when special events are being held.

In addition to buses, several other historic vehicles are housed here, including two fire engines, an aircraft bowser and several tow-wagons.

The 49-acre ex-Ministry of Defence site contains nine large buildings incorporating Main Workshops, a Display Hall/Shop and Cafe, Stores and others, providing totally secure and weather proof accommodation for the vehicle collection.

In recognition of the fact that Lathalmond, in MOD days, also had an internal standard gauge railway network, the old Engine Shed has been taken over by an active group of rail enthusiasts who are currently restoring both a steam and diesel shunter, and laying a small length of track.

Development work on the site is on going, with 2001 seeing the completion of clubhouse facilities in the old Canteen Building.

Much, however, remains to be done, not least outside landscaping works to make the site more attractive for visitors and clubs and societies that regularly use the grounds for special events.

The Museum is a Registered Charity, depending to a large extent on income from Members, vehicle owners and visitors. In an effort to maximise its potential as a tourist attraction, it is a member of the Kingdom of Fife Tourist Board and the associated Fife Attractions Forum, and is also participating in the setting up of the Scottish Heritage Transport Marketing Group.

New members (with or without vehicles) are always welcome; particularly those with skills or interests that can help move the Museum forward.

Further details of Membership (starting at £10 pa) can be obtained from Eddie Taylor (phone, 01383 720241 - e-mail, eddie@17thimblehall.freemove.co.uk)

More information about the Museum can be found on its Web Site <http://www.busweb.co.uk/svbm>

Opening times for 2002 will be, Sundays from Easter till 6th October together with Special Events as follows: Scottish Traction Engine Society Weekend, 11th/12th May; Fife Historic Vehicle Club Rally, 23rd June; SVBM Annual Open Weekend, 17th/18th August.

Summerlee Events 2002

The Big Egg Weekend

**Sunday 31st March
&
Monday 1st April**

Jubilee Spring Fling

**Sunday 2nd June
&
Monday 3rd June**

Mid Lanark Radio Society Event

Sunday 23rd June

Summerlee Gala Day

Sunday 7th July

The Grand Steam & Model Fair

**Saturday 24th August
&
Sunday 25th August**

**More Information on any of the above
events can be obtained by phoning
the Museum on 01236 431 261**