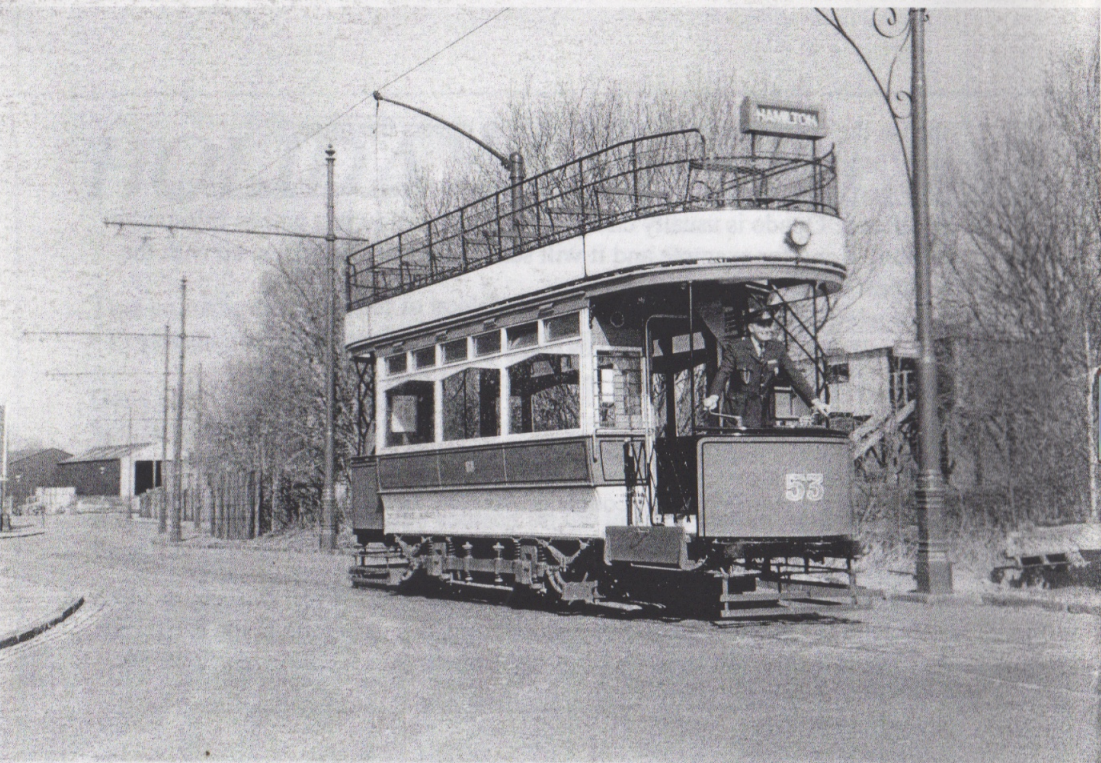




53 — A STAR

BOB SUTHERLAND

On Sunday 11th December, there was a film company in Summerlee shooting an item for "DNA Tales" to be presented by Lorraine Kelly on daytime STV probably April/May. They were shooting in the 1940's cottage when the director got his eye on the tram and wanted some "inside the car" shots. I said I could do better and got out 53 — he was delighted.

I had the car up and down several times with passengers dressed in 1941 style (the wee boy in his short trousers brought back particular memories as did a girl wearing a dress the spitting image of one I saw my sister wear when on leave from the WAAF in 1943) and finally coming up to the camera and stopping to drop the soldier off on the bridge. He went down to the canal and "wandered off into the sunset" kind of thing along the canal bank.

I wasn't taken up when I suggested a script change so that the leading lady should avoid paying her fare by making mad passionate love to the tram driver! All good fun!

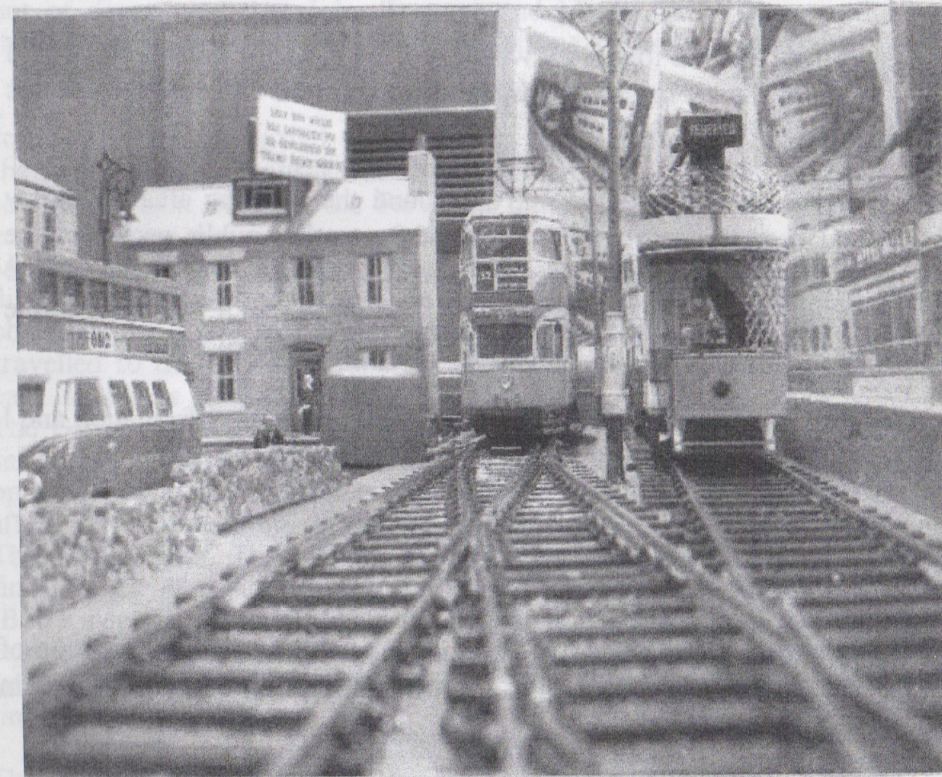
So, if you want to see 53 on your telly, watch for this series.

S.T.G TROLLEY

FEBRUARY 2006

The Magazine of Summerlee Transport Group

Twentieth Century Tramways



A Coronation Car prepares to leave the terminus while a Leicester City Open Top Car waits in the lye.

MORE PICTURES INSIDE

Summerlee Upgrade Developments

The Scribe

There is not much more to report on the plans for the £9.9 million upgrading of the park as details and costs are still being finalised and will then have to go to the council for formal approval around the end of March. The main hall and the tramway will close to the public on the 1st of April and the rest of the site we understand at the end of September. Although the tramway will close we will still have access to the depot for restoration and maintenance during the closure. It is the intention to have moved all the display items out of the hall and entrance cottages and offices by the 1st October and the artefacts put into outside storage. We have asked if the tram line from the depot to the end terminal can be kept open to keep the trams running (not in public service) so that the motors do not get damp.

As a group we have put forward a wish list of what improvements we would like to see in the park regarding the tramway and you will find that in this edition of Trolley.

Barriers we understand will be put up around the working area for safety reasons and between April and the end of September public access to the mine, cottages and play area will be by the canal footpath. The intention is to keep the park open to the public for as long as possible. It will close to the public from the 1st October 2006 and open again on 1st April 2008.

We shall keep you updated as and when we have any more information and I am sure as you know plans can change for a variety of reasons.

Membership

The majority of members should receive a renewal form with this edition of Trolley and we hope that you will rejoin with all the future improvements in the park to look forward to

Chairman's Chat

GEORGE BROOM

THIS being the first Trolley of 2006, may I take this opportunity of wishing you all a happy and prosperous New Year. 2006 will be a challenging year for the Park with the refurbishment of the main hall leading to a temporary closure of the Park. The sequence of events at the time of writing is still to be formulated and this of course is causing concern to both the voluntary groups and the Park staff alike. The Group however have been assured that when even the public service is suspended, facilities will be available to operate the cars for as long as possible to allow the Group to continue with maintenance and training.

The Group is a stage closer to again being able to fulfill its main commitment to the Park by providing a crew for the trams five days out of seven now that John Traynor and Martin Dibbs have completed their training as motormen. Congratulations to both of you.

PROVIDE COVER

John has been committed to the Group for a number of years and was the first to take advantage of the training the STG can again offer. John lives next door to the Park and has indicated a desire to provide cover for one day.

Martin on the other hand lives near St. Andrews, a considerable distance to travel to cover a duty. However to Martin distance is no object in his quest to operate tramcars. For a number of years he has travelled to the U.S.A. to operate Interurban and PCC cars in a heritage park he likens to Summerlee.

The Group takes its obligation to provide cover for 5 days in the week seriously. We still require more people to man the trams; trained operators will be required to provide a service once the Park re-opens after its renovation. Training by Bob Sutherland takes place on Thursday nights. The training is very extensive; with the option in the final stages of assisting Bob Sutherland operate the trams on Sunday (Bob's regular roster day) under his strict supervision. With the Park expecting to close down for its renovation around April this may be the last opportunity to undertake this comprehensive training for some time.

COMMITTED

The STG along with other volunteer groups have been involved in group discussions with Chartermark and consultants from the national lottery. Chartermark status again was awarded to the Park. This

indicates the Park is committed to volunteers assisting with the operation within the Park. The meeting with the lottery consultants gave the voluntary groups the opportunity to raise concerns with the proposals for the Park upgrade. Again, it is very reassuring that the volunteer groups are given the opportunity to put forward their concerns.

Thursday work nights are continuing, interrupted only by Christmas Holidays. Our workforce is gradually increasing allowing us to assist David Sloan in the repair of 1017.

It is very rewarding being involved with the renovation and repair of our tramcars. One of David's greatest assets is his ability to suggest various solutions to rectify faults and clearly explain them to the workgroups. Thursday nights are not all work and no play. At the end of October we had some exceptionally warm evenings. All in attendance were given the opportunity to road test 53 late into the evening.

MORE ASSISTANCE NEEDED

Again we are looking for more assistance. Work will start shortly improving the appearance of Dusseldorf 392. If you have ever done any body repair to your car your expertise would be appreciated as similar techniques will be required to repair damage to the car's body. Why not come along and see what we get up to? We have a high success rate in retaining volunteers which must indicate the work is enjoyable and that we are a good team to work with.

I witnessed the final closure of the model tramway hut in November. Ronnie and Duncan reluctantly decided to dismantle the model tramway as the hut was in a state of advanced decay. The model tramway has given a lot of pleasure to Park visitors for many years and was responsible for attracting a number of members to our Group. It was slightly eerie to see the boards stripped of rails but being able to clearly identify where the trams had once run. (akin to my memory of the Edinburgh Tramway). Ronnie did however reassure me he had not created a model of Connell's breakers yard and all the trams were still intact.

WORKHORSE OF THE FLEET

Graze 225 - continues to be the workhorse of the fleet. The Group has assisted David with repairs to the pantograph which had problems maintaining contact with the overhead. The inclement weather we experience at this time of the year has the advantage of reducing wheel squeal, a real problem with this car. David has replaced the chicken wire that protected the spaces between the seats with decorative metal

sheeting, removing the potential risk of cut hands as well as greatly improving the appearance of the saloon.

53 - This car is still in use for service. If a crew can be found, and it is not raining. It is interesting to read in the Flyde Tramway News understandable concern about some Blackpool service trams running that do not have heaters. Yet here at the United Kingdom's most northerly tramway, crews are keen to operate trams that do not even have a roof. Ticket sales reflect the public's appreciation for this effort.

BRAKE PROBLEMS

1017- David had previously identified problems with the brake set up of this car. Members of the Group are again assisting with the rebuilding of the brake assembly. A number of problems exist with this car which will have to be resolved before the car can be brought back into service.

1245 - Apart from cleaning no work is being done on this car at the moment.

Dusseldorf 392 - The low voltage electrics on this car appear to be working, with the exception of the wheelchair lift which will not lower. We are however, able to demonstrate the lift working as there is a manual override to lower the lift in the event of power failure. Once the car is ready to be brought into service we will resume the maintenance contract with the suppliers and get this defect repaired. After spending some time investigating barriers to stop the public entering the cab area when the wheelchair lift is in use, we propose to put forward the use of a portable guard rail as this gives us flexibility with the amount of space required to be cordoned off.

Track brake shoes are being fabricated to replace shoes that became detached and were subsequently lost a couple of years ago.

Although the car still requires cosmetic treatment to improve its appearance, we feel an inspection by the railway inspector is now due as we need advice if any additional work is required before the car can be brought into service, the opportunity would also be taken to discuss options for possible future developments to the track layout.

SUBWAY VISIT?

Brian Quinn, now an Inspector with the Glasgow Subway, has indicated his willingness to assist the Group arrange a visit to the Subway. Brian now advises because of new security restrictions these visits are now being discouraged. Anyone wishing to take part in this visit if it can be organised, or who has any other suggestions for group visits, please e-mail the group at s.t.g.@hotmail.co.uk

Tramway Touristique

(LILLE - FRANCE)

DOUGLAS BOYLE

I FIRST visited the "Marquette lez Lille a Wambrechies" tramway in June 2004. I had been very fortunate to break a train journey to Spain in the city of Lille on a Sunday. Fortunate because that is the day the heritage tramway is in public operation, normally with two trams in service. The photographs, which accompany this item, were taken then on a quick visit accompanied by my wife.

Lille itself is a fascinating city well worth a visit, hence a return for a 7-day stay during late October 2004. Unfortunately the tramway only operates from April until September hence the good fortunes of this story are all the more incredible.

OBSERVING TRAINS

A mid-week afternoon my wife and daughter were off shopping (again) so I opted to while away the hours observing the movement of trains in Lille's Gare de Flandres station, another of my passions. The very first train I saw was a 1950's two-coach railcar set which demanded that I take a ride. A friend had a model of this very train! Nerves kicked in! French branch line trains have a habit of going to

some obscure village and not returning the same day. With only 4 minutes to departure I quickly scanned the intermediate stops and found Marquette to be listed. Wow! I knew I could get a bus back from there if all else failed.

HOP ABOARD

This as a result of my previous visit to the tramway. Quickly buy a ticket, hop aboard and I am off down weed overgrown single track. Marquette station was some sleepers laid beside the track and a narrow strip of compacted sand. My walking route from there to the bus route, after checking the complex French directions from no less than 3 locals, took me via a canal overbridge at the end of the tram track.

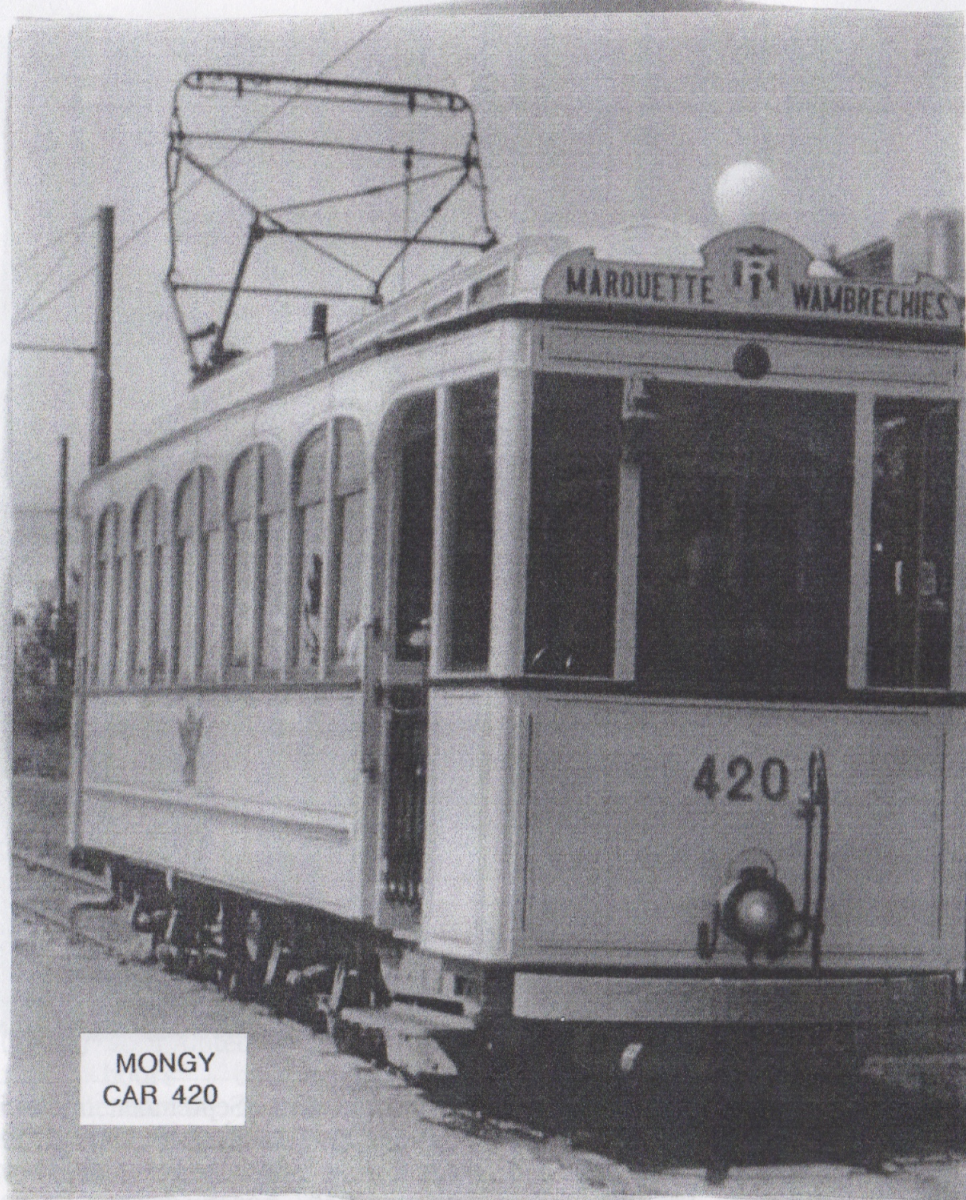
I was astonished when the little Neuchatel car came trundling towards me. I wasted no time to strike up a conversation (pigeon French talk!) with the motorman. He was removing the timetable boards from the tramstops, and, reacting to my pleading gave me a hurl to the depot. I was then invited inside to see the other cars. All this for free, but they did have a donation box which I was happy to use. The Neuchatel



car was originally built in 1921 and was obtained by the Amitram group in 1976 and was driven on part of the line in 1980/81. It was fully restored in 1991 and entered public service that year.

In the course of my stunted conversations I established that services re-commence 3rd April

2005 until September 2005 (always on Sundays). Sunday 17th April is a special day when they will use a horse drawn tram. (Unfortunately this article was lost somewhere in our files of our previous Editor hence the outdated information). The Web site (see address at end) does not



MONGY
CAR 420

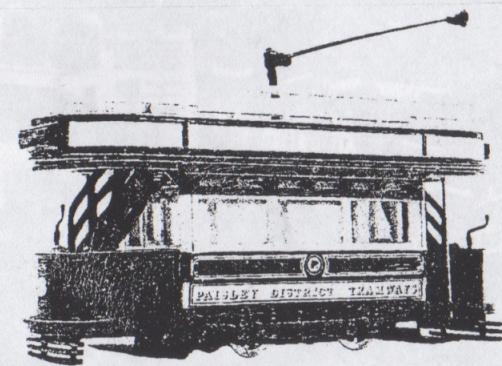
at the time of writing (late October 2005) give the opening times for 2006 but I would surmise the first tram will run on Sunday 1st April 2006. The return fare (at 2005 rates) was 4 euros which is paid on the tram. The tram line is some 3

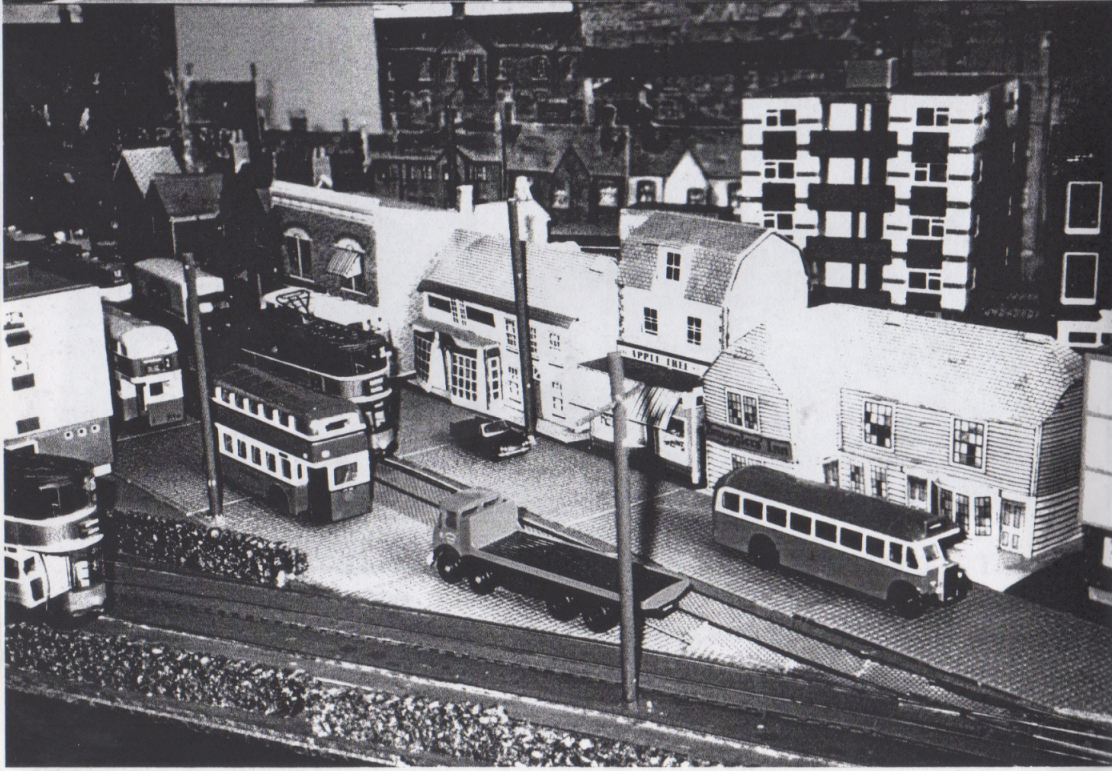
kilometres long, including a recent extension and runs for its entire length along the banks of the River Deule. There are two passing loops (only one operational in 2004) in addition to a rather peculiar passing arrangement at the depot utilising a double slip point and a further loop in construction at the end of the line farthest from the depot. The main tram stop (the original terminus of the line is at Bois de Boulogne). Alight at this stop and cross the bridge to several bars/restaurants and a brewery which is open to the public. A return to Lille by bus can be made from the side of the river opposite to the tramway using bus service No. 3

A visit to the tramway is well worthwhile. Eurostar trains from London at around £49 return will take you to Lille Europe station, near the centre of Lille, in 1 hour

45 minutes. From there take a short walk to Gare de Flandres (well signposted) where you can board a No. 9 (Marquette) bus. The fare in 2005 was 1 euro 20. Leave the bus at Marquette Marie stop; the stop names are displayed on an indicator in the bus. Walk forward to take first left, there will be a park on your left. Then first right and first left will take you to the depot on the banks of the River Deule. Note-the AMITRAM web site give slightly different directions, but I think the ones I give a bit more straight forward.

Despite what Urban Tramway magazine said about the staff being proficient in English, I did not find this so. Hence a basic knowledge of French will be an advantage. But do not let that spoil your fun. Look them up on www.amitram.assof.fr







Group A.G.M

The group will hold it's A.G.M. on 16th of March in the upstairs restaurant of The Watermans which is the pub /restaurant at the top of the road you turn into when you go down to the park and we will have the park manager Mr. Neil Ballentine present and after the formal business is over he will give an update on what is to happen and will answer any questions you may have for him--so put this down in your diary.

As usual the Annual Report will be sent out to you in advance of the meeting.

Membership Renewals

Membership renewals are now due and you should have received a separate renewal form with Trolley and the A.G.M. report. We do hope that you will renew your membership.

Tramway Meetings

There are 2 tramway societies in Scotland who hold monthly talks on Transport matters during the winter months. These are mainly tram orientated. One meets in Glasgow and the other in Edinburgh and visitors are always welcome -- you will find a few STG members probably at these meetings so you will not be a strange face.

STTS(Scottish Tramway and Transport Society) meets in the Kirk Lounge-Renfield St., Saint Stephen's Church Centre, 260 Bath Steet, Glasgow.

Friday 10th Feb--The Auchenshuggle Highlander and foreign cars--Jim Harkins.

Friday 10th March--The evolution of the double deck bus--Alan Miller.

Friday 14th April--The subway developments since "Circles under the Clyde"--Ian Maclean.

LRTA (Light Rail Transit Assoc.) meets Quaker Meeting House, 7 Victoria Terrace, Edinburgh.

Friday 24th Feb--Members slide show

Friday 31st March--Geneva then and now--Richard Wiseman.

All these meetings start at 7.30 pm

Transport Group's Letter to Park Manager on Tramway Improvements

WE HAVE ATTENDED SEVERAL DISCUSSION GROUPS ON THE REDEVELOPMENT OF THE PARK. A NUMBER OF PROPOSALS HAVE BEEN PUT FORWARD BY BOTH THE GROUP AND PARK STAFF WHICH WE FEEL WOULD ENHANCE THE PARK. WE WISH TO DOCUMENT THESE PROPOSALS AND UNDERSTAND FINANCIAL RESTRAINTS WILL DETERMINE WHAT ACTUAL WORK WILL BE EXECUTED IN THIS INITIAL PHASE.

HOWEVER, A DEVELOPMENT PLAN FOR THE TRAMWAY SHOULD BE AVAILABLE AT THIS STAGE TO AFFORD THE OPPORTUNITY FOR THESE TO BE INCORPORATED IN FUTURE DEVELOPMENTS.

- 1) **SPUR AT ENTRANCE TO ACCOMMODATE DISABLED ACCESS TRAM.**
THIS SPUR HAS BEEN UNDER DISCUSSION FOR SOME TIME AND WILL BE NECESSARY IF SAFE AND CONVENIENT USE OF THE DISABLED ACCESS CAR IS TO BE MADE., THE PARK HAVE CARRIED OUT SOME SURVEY WORK AND EXTRACTED A SET OF SECOND HAND POINTS WHICH MAY BE ABLE TO BE USED. GRANTS TO ASSIST ACCESS FOR THE DISABLED MAY BE AVAILABLE AND SHOULD BE INVESTIGATED AS THE MOST ECONOMIC TIME TO ACCOMPLISH THIS WORK WOULD BE WHEN THE TRACK IS SHORTENED FOR THE NEW ENTRANCE.
- 2) **SIDING TO MAIN ENGINEERING WORKSHOP**
WHEN THE TRAMWAY WAS OPENED THE TRAMS HAD EITHER BEEN FULLY REFURBISHED OR RECONSTRUCTED IN THE CASE OF 53. THE TRAMS HAVE NOW BEEN IN SERVICE FOR SOME TIME REQUIRING A HEAVY OVERHAUL. ADDITIONALLY, IF THE RENOVATION OF THE CORONATION CAR, IS TO BE UNDERTAKEN IN HOUSE IT WILL ALSO REQUIRE FULL ENGINEERING FACILITIES.
THE EXISTING DEPOT PITS ARE ONLY SUITABLE FOR GENERAL MAINTENANCE TASKS AS THE PITS ARE WET AND THE DEPOT IN THE WINTER MONTHS IS VERY COLD. WITH INCREASINGLY STRINGENT HEALTH AND SAFETY RULES ALONG WITH THE PARK'S DUTY OF CARE REQUIREMENT WORKING IN THE DEPOT MAY BECOME RESTRICTED.

INITIALLY THE CONSTRUCTION OF A NEW MAINTENANCE FACILITY WITH PUBLIC VIEWING GALLERY WAS CONSIDERED WHERE SUCH HEAVY WORK COULD BE UNDERTAKEN.

A MORE COST EFFECTIVE SOLUTION WOULD BE TO LAY A SIDING INTO THE WORKSHOPS INCORPORATING A MAINTANENCE PIT.

THIS WOULD PROVIDE THE TRAMWAY TECHNICIAN WITH A FACILITY THAT CAN BE USED SAFELY THROUGHOUT THE YEAR WITH EXPERT ASSISTANCE AND TOOLS TO HAND. THIS PIT COULD ALSO BE USED FOR STEAM VEHICLE MAINTENANCE WHEN NOT REQUIRED BY THE TRAMWAY TECHNICIAN.

AGAIN, THE MOST ECONOMICAL WAY TO ACHIEVE THIS FACILITY WOULD BE CONSTRUCTION DURING THE ALTERATIONS CURRENTLY PROPOSED.

HOWEVER IF THIS CANNOT BE INCORPORATED IN THE INITIAL REFURBISHMENT, SPACE SHOULD BE LEFT TO ALLOW FOR THIS DEVELOPMENT WHEN THE WORKSHOP IS BEING LAYED OUT.

SIMILARLY, IF A ROUTE CAN BE IDENTIFIED; COST SAVINGS COULD BE MADE BY PAVING THAT AREA WITH A MORE INEXPENSIVE SURFACE.

3) **PROMOTION OF TRAMWAY IN PARK.**

AT THE MOMENT, THE TRAMWAY IS OFTEN ONLY SEEN BY THE VISITOR AS A MEANS OF TRANSPORT AROUND THE PARK. THE ONLY OTHER EXHIBIT, THE TOP DECK OF AN EDINBURGH TRAM, WHICH USED TO DISPLAY SOME HISTORY OF SCOTTISH TRAMWAYS WAS REMOVED A FEW YEARS AGO.

AS THE TRAMWAY IS ONE OF THE MAIN ATTRACTIONS IN THE PARK, AND IS PROMINANTLY FEATURED IN PUBLICITY, MORE EDUCATIONAL MATERIAL SHOULD BE AVAILABLE TO THE VISITOR, NOT ONLY REGARDING SOCIAL HISTORY BUT ALSO ITS GOOD ENVIRONMENTAL CHARACTERISTICS.

THE ELECTRIC TRAMCAR IS AN IDEAL SUBJECT TO DEMONSTRATE THE EFFICIENT USE OF ENERGY. AN AUDIO VISUAL DISPLAY COULD BE MADE SHOWING ENERGY GENERATED AT WIND FARMS SUCH AS THE ONE BUILT AT SHOTTS. THE DISPLAY COULD THEN EXPLAIN HOW ELECTRICITY IS USED TO OPERATE THE TRAMWAY, IT'S ENERGY SAVING CHARACTERISTICS AND HOW ENERGY CAN BE RECOVERED FROM A TRAM WHEN IT IS STOPPING OR GOING DOWN HILLS.

THESE PRINCIPLES COULD BE FURTHER DEMONSTRATED BY EASILY BUILT HANDS ON PIECES OF EQUIPMENT SHOWING THE GENERATION AND RECOVERY OF POWER. THE ABOVE POSSIBLY BEING FUNDED BY INDUSTRY.

IF THE PLANNED AUDIO VISUAL INCORPORATES ACCESS TO THE INTERNET, A GREAT DEAL OF INFORMATION WOULD BE AVAILABLE AT MINIMAL COST.

SHORT HISTORY OF MODEL CLUB

RONNIE MACLEAN

AFTER some 6 years in its present location in a port-a-cabin formerly used by the guides who took the coal mine tours we have had to up tracks so to speak and move the 2 layouts out. This has been due to the gradual deterioration of the cabin itself as we felt that it would be unsafe to continue in there for any further length of time. As you may well be aware this is our second location having been in another cabin in the tramway compound when we started up at first with Duncan White and myself providing the trams and the track for the 00 layout. This gradually grew and we were then offered the premises we have just vacated which made it easier to attract members of the public. At first we had just the 00 layout which we rebuilt and then members of the transport group acquired 2 display cases and a TV and Video recorder along with a large static model of a Coronation Car. These along with other artefacts, including a Cunarder controller provided by Brian Longworth were made into displays within the cabin.

NEW 0 GAUGE LAYOUT

2 years later since I had some 0 gauge trams which I ran at home we decided since there was sufficient room to build an 0 gauge layout. Members of the group helped us to change the partitions in the cabin and relocate the 00 layout to one side of the partition letting us build the 0 gauge on the other side. Duncan White and Ian Teaz then started to build 0 gauge models and we soon had a good selection of rolling stock. Willie Wilson who has a superb range of 0 gauge scratch built trams then came along and May Wilson even made curtains for the windows and this stopped the skinflints who did not want to pay the princely some of 10p getting a free view!

GOOD VALUE FOR 10p

We opened to the public in the summer most Saturdays and at event week-ends when it was usual to get 300 visitors per day - 2 Tram layouts - Tram video running - posters - and pictures on the wall - Tram controller to work and a destination box, plus the bottom part of 1005 to look at - not bad value for 10p.

The late John Gerarty and Alan Hall latterly ran the 00 layout and the rest of us the 0 gauge. Both layouts had a good variety of buildings on them and we were lucky to have Jimmy Riddell, one of the groups members (and a former tram driver) make a superb model of a Tram depot and two large Tenements to enhance the large layout.

However all good things must come to an end and with the enhancements about to take place at Summerlee we new it was time to put everything into storage before the cabin gave up the ghost!

That however is not the end of the story as Duncan White and I have built a new portable 0 gauge end to end layout which we call 20th Century Tramways and with Ian Teaz's assistance have had the layout at two model shows so far.

The future of the model club at Summerlee is in the balance as we shall have to see what premises if any we are offered in future and also if the ageing members (Sorry folks but its true) can really get enough get up and go to do it! We really require some more younger people to take an interest as well.

In the meantime the 0 gauge track is safely stored as is some of the 00 gauge plus its buildings.



HOLIDAYS

MARJORY BROOM

Tips on using the Internet to book holidays - Preferably to a destination with a tramway!!

Gone are the days of going to the travel agent and sitting for hours to book our holiday getting the best deal the agent could find for us. The last one we booked in a hurry saw us in a club 18 to 30 hotel full of young people out to party for two weeks.

It is so easy to book a holiday yourself on the internet and the bargains can be fantastic.

Some tips:-

- 1 Register with as many airline web sites as you can. That way you will be on their mailing list and be advised of special offers and when the flights go on sale.
- 2 Always leave enough time between budget flight connections as you can. Good idea if you can do a stop over and fly out early the next morning. If you miss connection you are on your own.
- 3 Always check the hotel you are planning to stay in on the web. If you check out the site www.tripadvisor.com you will find reviews by people who have stayed at the hotels before. Their reviews can often change your mind about staying in a particular hotel. Just type in the city and the name of the hotel you want to stay at. It will also often do price checks on the hotel you are enquiring about. That way you will see if you can get it cheaper.
- 4 If you can, book your hotel near a metro station or the railway station. These are always easy to pick out on the maps and you can find your bearings easier without lots of luggage.
- 5 Remember to print off all your documentation before you go!

Some useful sites:-

1. www.whichbudget.com
This site gives details of all the budget airlines which fly a particular route. Just type in the country you are flying from and the one you are flying to -

choose the cities and then you will see who covers the route.

2. www.opodo.co.uk and www.expedia.co.uk
Both good sites for finding full fare flights and hotels worldwide. In our experience Opodo is usually cheaper for flights. You just type in Edinburgh to Hong Kong for example and it will scan the system and come up with the cheapest of 500 odd options.
3. www.wotif.com
Originally an Australian site, gives really good deals on hotels all over the world. Used to just do 13 days in advance, but now does 4 weeks.
4. www.bookings.de
German site. Hotels in most countries, you pay and all in price and pay on departure. We have used this site often for many countries.
5. www.HotelsPoland.com
Polish site, but again type in the country you want and it will take you to sister site. Part of US Hotel group. Pay on booking, but very good if you cancel up to 10 days before hand minimal cancellation charge. We have used this site often for many countries.
6. www.hotelclub.net
7. www.totalstay.com

Above are good hotel providers, but usually more expensive than the above.

We have been able to organise trips to lots of interesting places. Our summer jaunt in August was from

Newcastle to Berlin	Easyjet
Berlin to Riga	Easyjet
Riga to Tallinn	Baltic Airlines
Tallinn to Berlin	Easyjet
Berlin to Newcastle	Easyjet

Cost 90 pounds including tax.

By registering with the airlines, we managed to book the flights on the days they became available hence we got them at rock bottom prices.

So many interesting cities are now available and new routes are being announced all the time. I believe about 40 new routes from Scotland this year alone.

Hope this was of some interest. If anyone else has others tips, please share them with us.

Happy travelling