

MEMBERS' DIARY

Date

Details

Venue

Sun 17 July Tram Sunday

Fleetwood

20/21 Aug Grand Steam Fair - lots of steaming
10am - 5pm exhibits + kids entertainment S'lee

Thur 1 Sept STG Meeting Bay D
Subject to be Confirmed Summerlee

17/18 Sept Models and Hobbies Fair - models, arts
10am - 5pm and crafts to interest all S'lee

Thur 6 Oct STG Meeting Bay D
Subject to be Confirmed Summerlee

15 - 23 Oct Hallowe'en Fun & Frights - more than
10am - 5pm the usual ghostly goings-on S'lee

Thur 3 Nov STG Meeting Bay D
Subject to be Confirmed Summerlee

Gary C Conn
Summerlee Transport Group
July 1994

EDITOR'S NOTE

Welcome to Trolley No 10

TROLLEY

KEEPING ALL THE CURRENT NEWS OF SUMMERLEE FLOWING TO YOU

ISSUE No. 10

JULY 1994



UPDATE ON THE PORTUGAL STORY, SUMMERLEE MAP
& TRAMWAY RESTORATION IN NORTH WALES

TROLLEY

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

YOUR NEW STG COMMITTEE

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

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

Trolley No. 11

Any news, articles, additions, corrections, letters, sales items etc for "Trolley" No. 11 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 August.

The cover illustration is a special logo to commemorate the centenary of the first Glasgow Corporation Tramcar to run in Glasgow (see page 4 for further details).

EDITOR'S NOTE

Welcome to Trolley No 10. Since Trolley No 9 Summerlee has invested in a new photocopier which should hopefully provide us with clearer printing and better quality photographic reproduction.

NEWS

OPERATIONS

The service is currently operated exclusively by 9062. Due to the below mentioned problem with 225. Both cars were operated together on the Spring Fling (30 Apr, 1 & 2 May). A visit by the HM Railway Inspectorate in early June required some alterations in the operating procedures of the tramway and in the procedures within the depot (including keys etc). Active members will be advised separately of specific changes affecting them.

TRAMCARS

Lanarkshire 53 Has had all its appropriate lettering and lining applied. The remaining brass fittings required are being made at the Black Country Museum. The problems with the electric braking system are being dealt with and the fare boxes are being prepared for fitting.

Graz 225 is requiring a new carbon skid plate for the pantograph. A new one is currently being sought. 225 will be out of service until the replacement is fitted.

Glasgow 1017 Vestibule window frames for No 2 end have been manufactured and are ready to be fitted. Damaged wood has been replaced around the canopy bend at the same end. The platform at No 1 end has now been removed and will receive the same treatment as No 2 end did.

Bruxelles 9062 The doors on 9062 once again are working again after presenting further problems to the workshop staff.

TRUCKS & ASSOCIATED EQUIPMENT

The trucks (as mentioned in Trolley No. 9) have now arrived on site. There are two Brill 21E (narrow gauge - 90cm) trucks for 1017 and SITA's 1016 and a Maley & Taunton variation for Edinburgh cable car 225 (being restored as an electric car at Lothian Transport's Central Garage). Information, and costs, are currently being sought for the necessary alterations and overhaul for the Brill trucks. The three trucks are currently stored in the Trust's Conservation Workshop, which is out of bounds to members of the public.

ANNUAL GENERAL MEETING 1994

At the AGM on Thursday March 3 1994, the Chairman, Mr R A Connor, and the Secretary, Mr C R S MacRae, were unable to continue as Committee members due to personal commitments. The new committee for the year 1994 is printed inside the front cover. It was voted to create a new post of Model Tramway Officer to which Mr Ronnie Maclean was elected. Mr Mike Chalton and Brian Quinn were elected as ordinary committee members. Due thanks are given to departing committee members mentioned above and Mr Tom Caldwell.

MEMBERSHIP

Renewal forms were distributed in January and if any member has not renewed, they should do so as soon as possible. The Membership Secretary remains Mr P Robertson, 67 Admiralty Road, Rosyth, Fife, KY11 2QL. Members who have not yet received their membership cards will do so shortly.

It was decided at the AGM that the membership fees should be changed to £5 (waged) and £2 (unwaged). There is no change to the unwaged fee and the under 16 rate has been incorporated within the unwaged rate. This is the first increase in membership rates since the group was formed in 1988.

MIDWEEK MOTORMAN DUTIES

There are still vacancies during the week for Motorman duties. If you are a qualified Motorman, or are authorised to control the cars on their own and have any spare time please check the Staffing Diary to see if there is a day that would suit you. This is especially important during school summer holidays.

APPEAL FOR LOANS

The urgent need for loans has now passed. This was for a short term immediate requirement only which no longer applies. The Treasurer, R Sutherland, would like to thank all who offered loans and those who gave a donation when renewing their Membership. All donations are greatly appreciated.

COMMITTEE NOTICE

The Committee welcomes members' enthusiasm in publicising Summerlee or the Group, but before any member produces or publishes anything could they please work with the committee on any ideas they may have.

TRAMWAY MODELLING SECTION

R. Maclean

At the AGM it was proposed to set up a Tramway Modelling Club within the Group with the hope of obtaining the use of a portacabin within the depot compound for use as a clubhouse. If anyone is interested in the Club (no modelling experience is

necessary) please contact Ronnie Maclean on Cumbernauld (0236) 722494 or at 104 Main Road, Condorrat, Cumbernauld, Glasgow, G67 4AY.

SPECIAL EVENTS 1994

Both the Tram and Stalls are expected to be very busy during the remaining special events during 1994. Help is needed on the Trams, and at the sales stalls in the depot and in the main hall. Please enter your name against the appropriate date in the Tramway Staffing Diary.

GLASGOW CORPORATION TRAMWAYS CENTENARY

July 1 1994 is the 100 years anniversary of the first Corporation Tramways Tram to run in Glasgow. To celebrate this there is an exhibition running the main hall at Summerlee. The display includes the 'last' Glasgow tram front 1399 and a wide selection of photos and information coving the last century of Corporation Tramway operations in Glasgow. The exhibition will run until the end of July.

There is also two publications to coincide with the centenary. The first - '100 Years of Glasgow's Transport' (A5, 24 pages) by the Group's own Brian Longworth costing only £1.00 and 'Glasgow's Trams and Buses' by Robert Grieves costing £7.95. Both books are extremely good value compared with prices of other current transport publications and are available from the Group's sales stall and from all good bookshops.

WATCH OUT FOR -

As mentioned previously in Trolley the BBC Scotland series 'Para Handy', partly filmed at Summerlee on board Lanarkshire Tram 53 starring Gregor Fisher will appear on our screens starting July 31 1994. Our very own Tommy Docherty appears as a 'period' conductor (no

changes in appearance were required!) and ex-Head of Conservation, Andrew Harper, as Motorman.

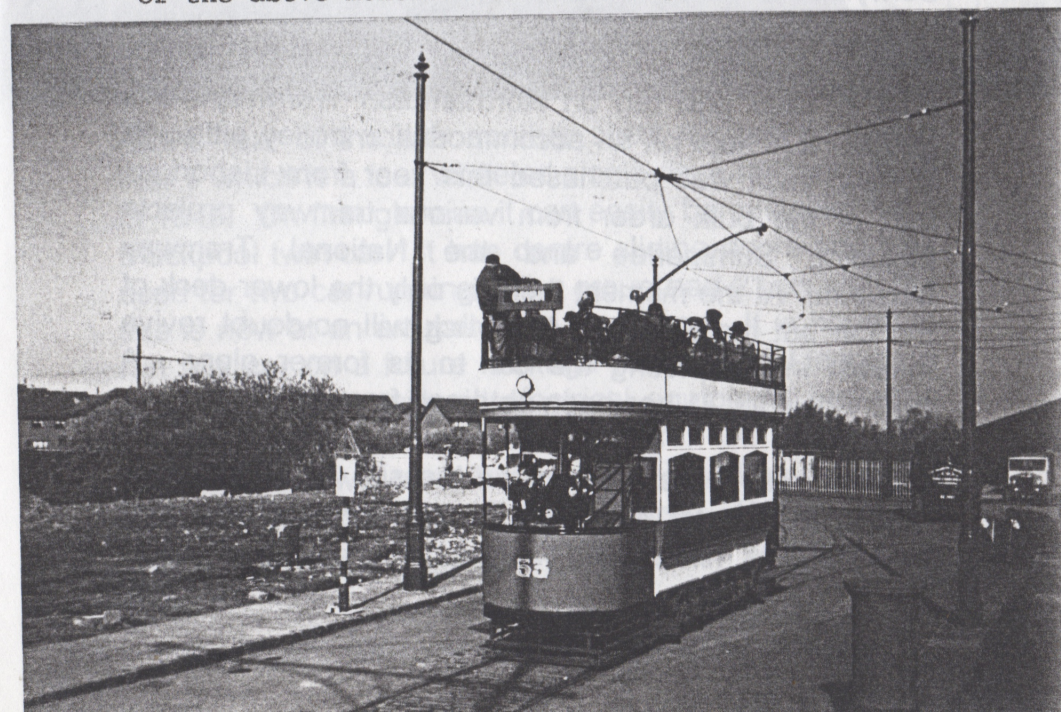
SITE CONSTRUCTION

A fence had been constructed around the area of wasteground between the miners' row and the canal bridge. It was partially removed at the end of June to allow deliveries of top-soil to, presumably, allow for landscaping. The site earmarked for the sawmill is currently being used to park traction engines and the newly restored showman's-wagon.

NEW EXHIBITS

There are a number of small mining related displays in the area above the coal mine. Close inspection of the 'sleeper wall' around the mine site will reveal some unusual 'sculptures' and sayings!

The photo below shows Lanarkshire 53 during filming of the above mentioned 'Para Handy'



RESTORATION REPORT

TRAMWAY RESTORATION IN NORTH WALES by the Editor

While visiting the Conwy Valley Railway Museum in North Wales (Trolley 9), we (myself and Jim Wilson) were telling the train/tram driver, Antony Marsden, of the restoration projects ongoing at Summerlee. He also was involved in Tramway Restoration at a small site at Tal-y-Cafn next to the Llandudno Junction to Ffestinog railway line. At the end of the day we were offered the chance to view the site and the tramcars stored there. For what was there it was certainly worth altering our schedule to see it.

The first impressions of the site was that it looked like a farmers storage area but on closer inspection it unearthed a treasure trove that would keep any enthusiast entertained for quite some time. Entering through a number of farm gates the Llandudno and Colwyn Bay Electric Railway Society yard was upon us. It was the old railway goods yard. The first shed housed a small office where behind was Northampton 21. It was built in 1905 and ran on Northampton Tramways 3'6" gauge. It is kept on an accommodation trolley although a 'new' truck was purchased this year from Lisbon as part of the bulk order from various tramway projects including Summerlee and the National Tramway Museum. At the moment there is only the lower deck of the car but the arrival of the truck will no-doubt revive interest in completing the car to its former glory. A trolley-pole for 21 has been obtained from ASTRO.

Various tram relics are kept on the site, of which many belong to Chester 4. There is also a horse tram stop from Douglas, Isle of Man.

The photo below shows Northampton in its 'depot' at Tal-y-Cafn. The livery is red and cream.



At the rear of the site another shed houses Southend Pier 7 which is a four wheeled single deck railcoach built in 1949. On first glances it can easily be mistaken for a Blackpool twin-car. It has centre sliding doors and was used for two car running. The group had 21 as well but this is now at an art gallery in Southend. It is hoped to run this car on a future heritage tramway in Llandudno as it is complete with all electrical equipment including English Electric trucks and controllers. At Southend it received its power via a third rail but would be converted to trolley pole operation for Llandudno. The car has a long wheelbase which seriously disagrees with curves of any sort.

There is also an operating 15" gauge railway. The main operating engine was built between 1986 and 1990 and has a 2 cylinder 19hp petrol engine which originates from an invalid car and has parts from a white line machine. Its axles are from mineral railway engines and the passenger coaches are from the Fairbourne Railway in Barmouth in West Wales. The coaches are fitted with original Llandudno seats. The railway has signals from Llandudno Station goods yard exit and points and a turntable converted from 2' to 15" gauge from Cowlyd Tramway.

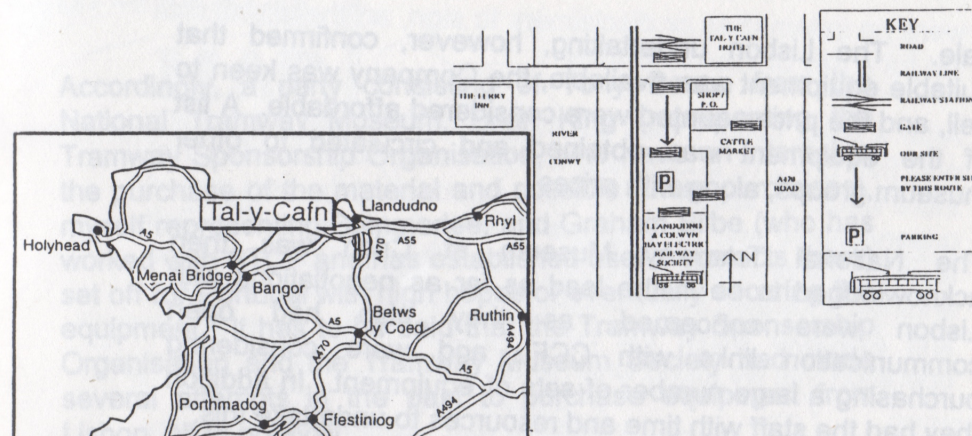
For rubber-tyred enthusiasts there is a Marshall bodied ex-Western National Bristol LHS, VOD 123K, built in 1971 with a Leyland Engine undergoing restoration and extensive overhaul which arrived on site in late 1992.

The conditions of the Society's lease unfortunately restrict them from advertising the site for visitors although anyone who turns up is usually made very welcome, as we were. The site is usually open most Saturday afternoons. For anyone interested in the Llandudno and Colwyn Bay Electric Railway Society please send an S.A.E. to: Mrs Julie Ann Best, Membership Secretary, LL & CBERS, 12 Y Felin, Conwy, Gwynedd, LL32 8LW for further information and membership rates etc.

GETTING THERE:-

The site is located just off the A470 at Tal-y-Cafn, just South of Llandudno, opposite the railway station (see map on next page).

If you know of any transport (not necessarily tramway) restoration projects which you think may interest readers please drop a short report to the editor at the address shown inside the front cover.



TRAMWAYS NEWS UPDATE

TMS/TSO/STG VISIT TO PORTUGAL MARCH 1994 **(Part 1) (Part 2 in Trolley No. 11)**

In April 1993 Bob Docherty reported on the Tramways of Porto and Lisbon on behalf of the Group. Bob returned to Lisbon in early March this year to supervise the loading of the Truck and associated equipment which the Group is purchasing for 1017. There are also trucks ordered for SITA and Edinburgh's 226 Group. Bob reports the latest developments below.

In April 1993, two representatives from Summerlee Heritage, Andrew Harper and myself, visited the tramway systems of Porto (STCP) and Lisbon (CCFL) with a view to purchase second-hand tramway equipment for current preservation projects in hand at Coatbridge. On the eve of our departure, it was learned from a colleague in the Tramway Museum Society that a considerable amount of equipment in Lisbon had just become available.

The Porto system was at the time setting aside cars for their own museum, and consequently could not identify material for

sale. The Lisbon undertaking, however, confirmed that suitable equipment was available, the Company was keen to sell, and the prices quoted were considered affordable. A list of the equipment was obtained and circulated to other museum groups, along with prices.

The National Tramway Museum at Crich was then acknowledged to be in the lead as far as negotiations with Lisbon were concerned, as they also had open communication links with CCFL and were considering purchasing a large number of sets of equipment. In addition they had the staff with time and resources to undertake this.

It was agreed that it would be better for all concerned if Summerlee negotiated with CCFL through the TMS. Tony Bacon, Workshop Superintendent emerged as the "project manager" and proceeded to liaise with the various interested parties.

Following on from interest shown in museum projects in Ipswich, Liverpool and Llandudno, (as well as ourselves) it was decided to purchase ten trucks and sets of ancillary equipment. As effectively this was being purchased as one job lot, the transaction qualified for a 25 per cent discount, and in addition considerably reduced transport costs.

The breakdown was to be as follows;	NTM	4 sets
	Summerlee	2 sets
	Ipswich	1 set
	Liverpool	1 set
	Edinburgh	1 set
	Llandudno	1 set

It was learned that CCFL were prepared to break up the cars involved and store the equipment until the shippers were ready. This turned out to be a very useful concession. We were told that Matt Transport were responsible for loading and transporting the material, and that the loading was to take place at Santo Amaro depot on Wednesday 2nd March. It was suggested that a representative from Summerlee attend.

Accordingly, a party consisting of Tony Bacon from the National Tramway Museum, Brian King (representing the Tramway Sponsorship Organisation, who have an interest in the purchase of the material and possible future purchases), myself representing Summerlee, and Graham Bilbe (who has worked with STCP and has established useful contacts there) set off for Portugal with high hopes of eventually securing the equipment. It has to be said that the Tramway Sponsorship Organisation and the Tramway Museum Society had made several attempts in the past to purchase equipment from Lisbon, all to no avail.

Our first stop was at the STCP workshops and museum in Porto, where we were courteously shown round and allowed access to their photographic archives.

We met the senior Tramways Engineer Sr Mecedo and learned that STCP management were keen to use the existence of the Porto mule car No. 9 (rescued from Porto many years ago by the TMS and currently part of their collection at Crich) as a bargaining ploy in any negotiations to purchase cars or equipment. The STCP were clearly hoping for the return of this car on a permanent basis to their newly established museum. It became evident that any future negotiations with STCP would be coloured by the response to this request.

It was also ascertained that the last car to be sold was priced at around £8,000. It re-inforced our feeling that we had made the correct decision by pursuing the Lisbon option, where with discount, a car-set of equipment cost nearer £2,000.

In Lisbon, we arrived at Santa Amaro depot at 8.00 on the Wednesday morning. Any preconceptions that the Portuguese were in any way disorganised were soon dispelled, as we were met by the representative from Matt Transport, and watched the arrival of the crane and all three containers, all within minutes. We were then led to the back of the depot, where two lines of trucks awaited us. There

were no indemnities or disclaimers to sign, and the scene was set for a day of intense activity.

After a quick count it was quickly established that there were only five Brill 21E trucks, and we had been led to believe that there would be seven. A further search for the cars stored unserviceable and for disposal revealed only one other Brill truck on the premises, this being found under a box car. The engineer indicated that this could be separated from the body and available within the hour, indicating the spirit of co-operation that we found when dealing with CCFL.

In the meantime, Tony Bacon had established that the sideframe forgings on the Brill and Maley & Taunton trucks were virtually identical, and that Brill axlebox assemblies could be adapted to fit the hornways on the M&T trucks to resemble their Brill counterparts, and avoiding a potential crisis. The CCFL engineer was equally relieved that surgery was not required to liberate the Brill truck from the box car.

In addition to a fork lift driver and other representatives from CCFL, we had the services of three local labourers and the shipping agent from Matt Transport. Work began craning the trucks into the containers, the Grangemouth shipment being the first, for logistical reasons. The forklift began ferrying the rest of the equipment, and the size of the task ahead became evident.

Concluded in Trolley 11.

COMING NEXT ISSUE

As well as all the usual news of happenings at Summerlee, Trolley No.11 will feature:

Part 2 of the Portugal Visit Story
Tynsley by W Guthrie & W Tollan (Illustrated)

