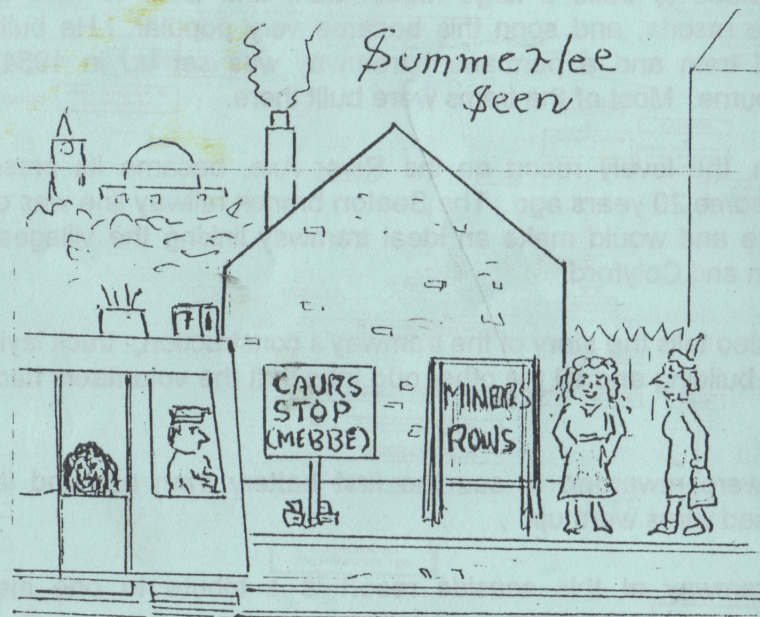


MEMBERS' DIARY

Date	Details	Venue
Thur 6 Apr 7.30pm	STG Meeting Hong Kong Tramway Video Summerlee	
Thur 4 May 7.30pm	STG Meeting Subject to be Confirmed Summerlee	



"An Ah Thocht there
wid be a loat o'
fechtin' so Ah did."

TILLY

Illustration by W Tollan

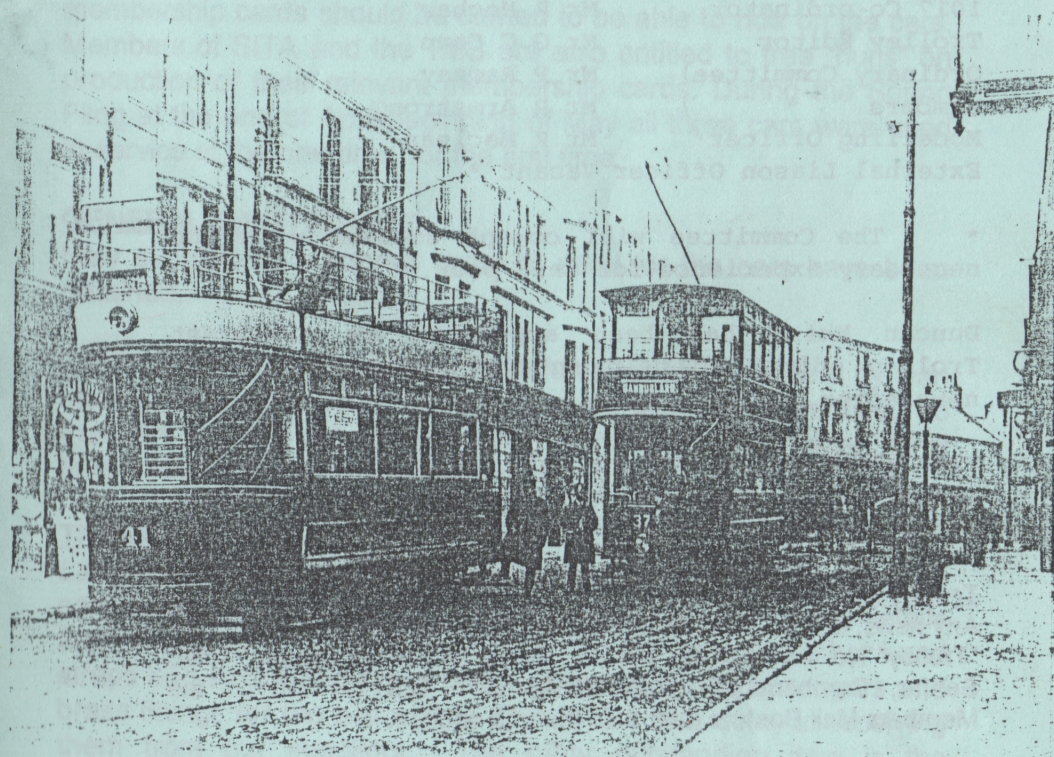
Gary C Conn
Summerlee Transport Group
May 1995

TROLLEY

KEEPING YOU IN TOUCH WITH THE LIVE WIRE OF SUMMERLEE

ISSUE No. 13

MAY 1995



WEST CENTRAL SCOTLAND MEETS AGAIN
APRIL 1st - FIRST IMPRESSIONS
POINTS AND QUICK NIPS!

TROLLEY

STG

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

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 B Quinn
1017 Co-ordinator	Mr R Nocher
Trolley Editor	Mr G C Conn
Ordinary Committee)	Mr P Ramsay
Members	Mr R Armstrong
Modelling Officer	Mr R Maclean
External Liason Officer	Vacant *

* The Committee will co-opt someone with the necessary experience for this post.

Duncan White has been appointed as Assistant Trolley editor to help in the production of the newsletter.

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

Trolley No. 14

Any news, articles, additions, corrections, letters, sales items etc for "Trolley" No. 14 must be with the editor at

***** Cumbernauld, GLASGOW, G67

1*** (or left in the Members Mail Box) no later than the end of June.

The cover photo shows a Lanarkshire and Glasgow Tram together at Cambuslang in 1907. Today Kelvin Central Buses, Strathclyde Buses Ltd and GCT come together again as the SB Holdings Group. See p12.

EDITOR'S NOTE

Welcome to ~~Trolley~~ No 13. Apologies for the delay in the issuing of this edition.

NEWS

OPERATIONS

The service is now being operated by 53, 225 and 9062, depending on the weather and the qualifications of the Motorman at the controls of the car on any particular day. The tram fares were implemented on 1 April. The charge is 50p for adults and 25p for concessions. Tickets can be purchased only from the shop and allow unlimited travel for one day. Members are reminded that membership cards should be carried to be able to ride on the cars. Members of SITA and the TMS are also entitled to free "hurls" on production of their relevant membership cards. During the Spring Fling at the end of April/beginning of May all three cars were used in service at the one time, for the first time.

GENERAL MAINTENANCE

New supplies of a coarser grain of sand for the cars have been obtained.

Castings are being made of brake shoes for all of the cars by Dan MacKay within the Trust. Spare sets are also being produced so that cars are only out of service for the minimum possible length of time when receiving new brake shoes

TRAMCARS

Lanarkshire 53 as mentioned above 53 has now officially entered service after a grand launch on April 1 see page 4 for further details and photographs. The car is still missing the internal leather hand straps and associated brass brackets for standing passengers and brass fittings for the bell ropes. This is due to a delay in receiving them from our suppliers. The other outstanding item is the conductors box which is presently under construction.

Graz 225 is the main car operated by the Guides and some of the newer trained Motormen. The lights on this car are currently out of order awaiting replacement fuses.

Glasgow 1017 Work is progressing slowly on this car.

Bruxelles 9062 is jointly sharing the service with 53 and 9062.

TRUCKS & ASSOCIATED EQUIPMENT

Quotes concerning the overhaul of the Lisbon equipment have been received and are being considered by the Committee and the Trust

MEMBERSHIP

Membership renewal forms are included with this issue if you have not yet renewed for this year. This will be the last edition of Trolley you will receive if you decide not to renew your subscription.

MOTORSCHOOL

A number of motormen have been progressing through the Motorschool. New lists of competent Motormen are now displayed on the depot operations noticeboard.

TRAMWAY MODELLING GROUP

R. Maclean

The group continue to meet each Wednesday evening in the portacabin inside the tram depot compound at 7.30 pm.

The new layout now has all its trackwork operational and we are now electrifying the 6 points and the depot fan. After this we shall start erecting the overhead, most of the masts have been painted and are ready for installation. Because this 14' x 2' layout breaks down into three sections for transportation and most members trams pick-up current from the rail, the overhead will only be a dummy not supplying current, but should look realistic.

New members are always welcome to the model group.

DEPOT COMPOUND

The Group portacabin within the compound is now in use.

SITE CONSTRUCTION

Further miners cottages are now on display to the public.

1994/5 SEASON OF MEETINGS

The final meeting of this season will take place on May 4 1995 at 7.30pm. The subject and speaker has still to be confirmed, and details will be given as soon as possible, but it is sure to be as interesting as always. Meetings will now be held in old Tearoom (adjoining the main exhibition hall).

TRAM PEOPLE

One of our members, Willie Guthrie, recently suffered a stroke. Willie is well known and liked amongst many of the active members of the group. Willie is recovering slowly but progressively and we all wish Willie well on the road to recovery.

The photo below shows Willie in happier days at the controls of Blackpool 31 at Beamish. W Tollan



CORRECTION

Further to the article 'New Tramways for Merseyside' in the last edition of Trolley our correspondent in Merseyside, Alf Jacob has informed me that there are no plans to operate any of the cars restored by the Merseyside Tramway Preservation Society on the line at Woodside.

The photo below shows replica Birkenhead car 69 in operation on the line from Woodside Ferry Terminal to the Transport Museum.



THE LAUNCH OF 53

On Saturday 1 April the Trust and the Transport Group very successfully launched Lanarkshire tramcar No 53. After many years of stop start restoration and countless launch dates for 53 the time had finally come to unleash 53 onto the public. Local MP Helen Liddle was chosen to be 'tape cutter' with Group members Bob Sutherland and Brian Quinn as Motorman and Conductor respectively.

April 1st - 1st Impressions

After a week of last minute preparations from floor painting to trolley head greasing and a lot of extra time being put in by many members, though Brian Quinn and Bobby Armstrong in particular, 53 was declared 'Ready for Launch'.

The great day dawned with fine drizzle, I climbed into my borrowed finery - mostly supplied courtesy of Brian Longworth - including quite the heaviest great-coat I've put on since demob from the R.A.F.

Last minute consultations with the Management Staff and with Conductor Brian began to reinforce the idea that all this was real, not some April 1st jape and I was being given the privilege of 'steering' the car through her debut!

As the rain had gone off and we had been asked to have the car at Hornock by 12:15, at 12:12 I rang the gong and notched up by two - nothing but nothing had prepared me for the sight that met my eyes - there seemed to be dozens of folk all pointing cameras in my direction (the thought crossed my mind that the victim of the firing squad must have a similar view!). We toddled up to Hornock Terminus for the first of many 'photo opportunities' and met up with Mrs Helen Liddle, M.P. who turned out to be quite charming and blessed with (the necessary) good sense of humour. We drifted down to the tape at the cottages and M's Carol Haddow made a speech in which credit was given to past and present members of the Summerlee staff and to the volunteers of the Transport Group. Mrs Liddle was then given the bluntest pair of scissors on the Summerlee or any other site and proceeded to chew through the tape. For the sake of the photographers, Mrs Liddle was invited to 'take control' and off we went all the way up to second notch. She was relieved, in more senses than one, before we reached the facing points and on the way back before the curve but I am certain she enjoyed the experience regretting only that her husband wasn't present - I fully expect to see her return fully 'en famille'.

On the third run, the car was 'thrown open to the public' - Grief! All our carefully laid plans (they'll get off at your end .. on at mine .. you lower that step .. I'll pick up this one ..) being strained under the

avalanche that descended both stairs simultaneously to be met head on by another avalanche going the other way. On one occasion I bent over to pick up the step - I swear there's a footprint in between the shoulder blades of the coat already mentioned! However, it was all very good humoured and whilst turn-round, offloading and reloading time were quite appalling, at the same time it was a heck of a lot of fun. Seriously though, it seemed 'case proved' to me that you cannot have the car with a step up, gate in position and authority's back turned even if it is to 'swing the pole', but that some idiot will try to 'help themselves' and start trying to undo the gate with consequent risk to others flooding down the stair or out the saloon, and the step still UP!

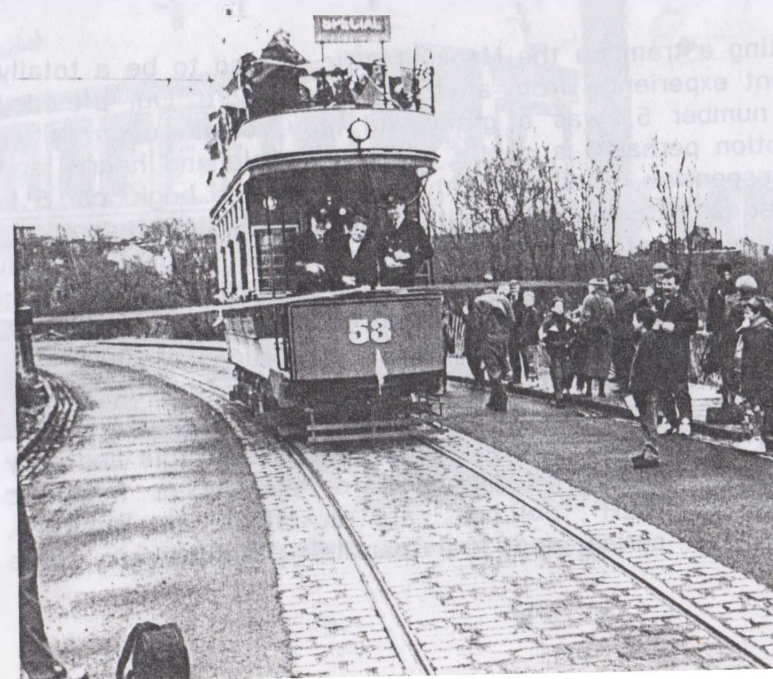
Poor Brian, I prophetically warned him that 'you are going to be busy' before we started - apart from issuing tickets at 'photo opportunities he just didn't have time to crank the handle of his T.I.M. How he kept a journey time waybill, I don't know.

I was relieved (again in more senses than one) by Mike Chalton at about 1515 or thereabouts, renewing my acquaintance with 53 on the depot fan in time to put her to bed. Brian had already shifted an enormous amount of muck off the floors and stairs with a brush although nobody could have blamed him if he had left it where it was.

No doubt there will be many 'post mortems' on the occasion but these are my immediate impressions of a most enjoyable day and a memory that will last for a very long time of the crowd at the depot with their cameras and their spontaneous applause. Many thanks to the Committee for the opportunity.

The photos opposite show 53 on its grand day
Top: Waiting at the Sunnyside terminus before the big event

Bottom: Local MP Helen Liddle cuts the tape watched by Bob Sutherland and Brian Quinn, Motorman and Conductor respectively.



POINTS AND QUICK NIPS by Bill Tollan

Summerlee at Derby Castle

Pompous person: "What does it feel like to be operating the oldest tramcar in the world, motorman?"

Motorman: "I wouldn't know sir."

Pompous person: "But you are on Manx Electric Railway number 2, the oldest tramcar in the world".

Motorman: Number 2 is not in fact the oldest tramcar in the world, sir. There are several tramcars extant that are older. Number 2 is the oldest tramcar in the world still operating on its original track".

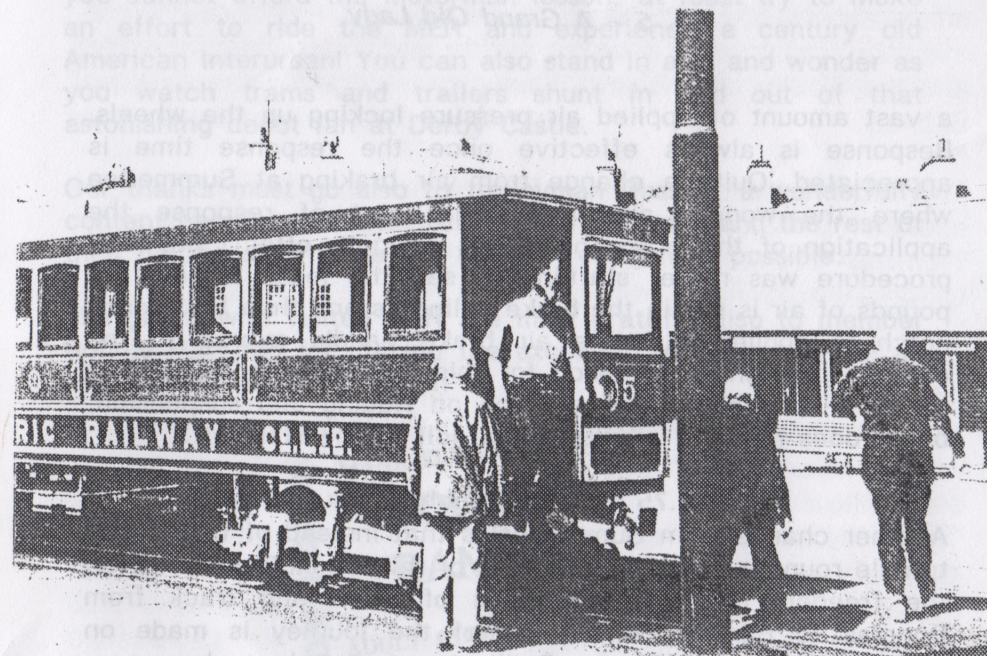
Collapse of stout party—as they used to put it in Punch.

The motorman was of course A. M. Goodwyn, a walking, talking, encyclopaedia of tramway knowledge—"raconteur par excellence". Mr Goodwyn is also a man of great charm, patience and understanding. (This was graciously displayed when one of his less-able trainees attempted rather foolishly to avoid errant hens by throwing-off power from top parallel and applying full air-brake. Unfortunately in his panic he only turned the controller handle back to top series. AMG took my cock-up more calmly than I had feared. He even allowed me to continue with the lesson. For which I shall be eternally grateful).

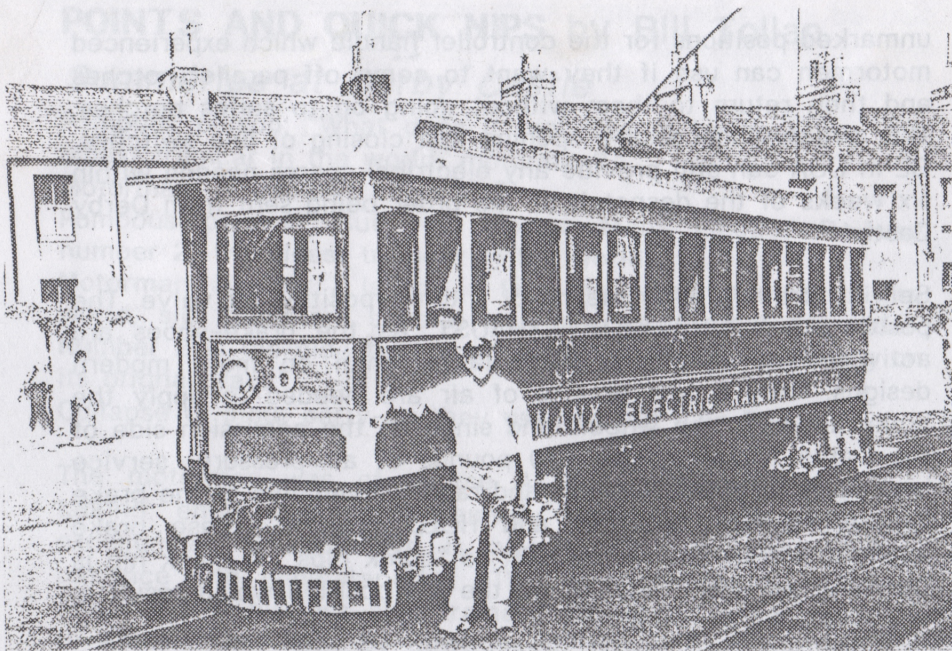
Operating a tram on the Manx Electric proved to be a totally different experience from anything tried before. Our provided tram, number 5, was a grand old lady, or an even better description perhaps, a gentle man: very hale and hearty and most responsive, despite great age. Of course bogie car 5 is an American interurban car with near 100-year-old technology which works rather better than one might expect. As an interurban design it has the interesting feature (strange to our conditioned way of thinking) that it is quite in order (to maintain speed under certain track conditions) to turn the controller handle from top parallel position to top series position. The superb-to-handle K12 controllers have five series and four parallel notches which are very comfortable and easy to hit on. There is no provision for electric or magnetic braking. (On MER "notches" are described as "points"). Between top series and first parallel positions are three

unmarked positions for the controller handle which experienced motormen can use if they want to come off parallel notches and then return to them without going on to series notches. This avoids unnecessary opening and closing of line switches. GE in USA can still provide any electrical spares needed within six weeks of the despatch of the order being sent from Derby Castle!

Service braking is by means of a three-position air valve. The positions are ON; HOLD; EXHAUST. As the brake-shoes are activated by cylinders much larger than on more modern designs, only a few pounds of air are needed to apply the brake shoes to the wheels and since on the admission side of the valve there can be 120 pounds of air pressure, service braking is effected by short and rapid movements of the brake handle between the ON and HOLD position. These brake applications are known on MER as "quick nips". A quick nip is the rule, as longer "holds" on the ON position would result in



Members arrive at Ramsay



No. 5 – A Grand Old Lady

a vast amount of applied air pressure locking up the wheels. Response is always effective once the response time is appreciated. Quite a change from air braking at Summerlee where the wonder always is what sort of response the application of the brake handle is going to effect. Start-off procedure was rather startling to say the least. About fifty pounds of air is put in the brake cylinders and then first series notch is applied with the air brake handle moved to the exhaust position. The reason for this procedure is to avoid a series of "snatches" taking place on rigging and suspension, but it does result in a rather large jolt at the start-off.

17.75 Miles of Double Track

Another change from Summerlee is that instead of the terrific trundle round a few hundred yards of rail, on MER one is given the freedom of the 17.75 miles of interesting track from Douglas to Ramsey. Almost all of the journey is made on private reservation. Oh my Baillieston to Langloan, long ago, long ago! And a fascinating run it is to be sure. Long climbs

and descents are interspersed with sharp and wide curves, bridges and stations, a great variety of signalled and un-signalled road, lane and footpath crossings. So much use is made of the marvellous air whistle. Only two per cent of the 17.75 miles is reckoned to be level track. And Mr Goodwyn had a story about nearly every yard of the journey. What a treasure MER have in him. And stops were effected at various times and places to rescue a hedgehog, a goat, a lamb and a gloriously-plumed peacock, no less, from the track. But the poor old hens apparently are expected just to play "chicken".

Although running between service cars which were always catching up on our unskilled efforts, we were given many photo and other stops. Memorable was the visit to the long-delerict narrow guage track of Ballajora Quarry. Another delight was the surprise of being allowed to double-back towards Ramsay from about Dhoon, so that the total length of our driving experience was around 50 miles in total.

So the MER driving lesson was wonderful value for money. If you cannot afford the motorman lesson, at least try to make an effort to ride the MER and experience a century old American interurban! You can also stand in awe and wonder as you watch trams and trailers shunt in and out of that astonishing depot fan at Derby Castle.

Our thanks must go also to trolleyman Russell, a wonderfully content person who, with Isle of Man Railways and the rest of their helpful staff made our week of enjoyment possible.

The group who visited MER are most grateful also to member Ronnie MacLean for making the excellent arrangements we all enjoyed. Jimmy adds "Woof!"

MANX ELECTRIC RAILWAY
DOUGLAS
 TO
RAMSEY
 DAY RETURN
 ADULT £5.00 CHILD £2.50

WEST CENTRAL SCOTLAND MEETS AGAIN: THE MERGER OF STRATHCLYDE BUSES & KELVIN CENTRAL

On 20th September 1994, a merger between Strathclyde Buses and Kelvin Central Buses was announced. Enthusiasts at least would probably know that Strathclyde Buses is the successor to Glasgow Corporation Tramways and Kelvin Central a descendant of Lanarkshire Tramways, but may not be aware that the two companies are actually distantly related through the Airdrie and Coatbridge Tramways Co..

Glasgow Corporation started running the Tramways Dept just over 100 years ago on 1st July 1894. Under normal circumstances, local authorities could not own or operate tramways, but in order for the original promoters to obtain the agreement of the Town Council to their proposals, special provision had to be made in the Glasgow Tramways Act 1870 for such a possibility.

In the early years Glasgow Corporation Tramways was the model of efficiency and spread throughout the city and surrounding areas, eventually taking over both the Airdrie and Coatbridge Tramways and the Paisley and District Tramways as well as the Glasgow Subway.

The Hamilton, Motherwell and Wishaw Tramway Company started operation on 22nd July 1903. It was renamed the Lanarkshire Tramway Company later the same year and subsequently the Lanarkshire Traction Company in 1929.

The Airdrie and Coatbridge Tramways Company, owned by the British Electric Traction Company started to run buses in 1911, but these, along with the trams still under their original company name, were transferred in 1913 to a new subsidiary of the BET Company, the Scottish General Transport Company. The Airdrie & Coatbridge Tramways Company was sold in 1921 to the local authorities and subsequently to Glasgow Corporation, with the Coatbridge bus operations of the Scottish General Transport Co being sold in 1925 to the Lanarkshire Tramways Company, and its Lanarkshire operations ceasing.

The Scottish Motor Traction Company started as early as 1913 in the east and gradually combined with many smaller companies.

In 1924 the railways were allowed to operate bus services and the Glasgow Omnibus Company partly owned by the LMS Railway, established itself in Lanarkshire. It combined with other operators in 1932 to become Central SMT, a subsidiary of the SMT Company which had spread considerably throughout Scotland. Later that same year, Central took over the Lanarkshire Traction Company, but the name was retained until 1949.

After a virtual free-for-all with various private bus operators, an Act of Parliament was obtained in 1930, which prevented bus operators other than the Corporation from picking up on inward journeys or setting down on outward journeys, within the Glasgow city boundary.

With the nationalisation of the railways in 1948, the part-owned bus companies also became a separate part of the British Transport Commission and the Scottish companies were further separated in 1949, eventually ending up as the Scottish Transport Group Ltd. The Group and its predecessors had continued to acquire other small private companies over the years.

Glasgow had been a prime objective, particularly since the passing of the 1930 Act, and with the Transport Dept requiring massive subsidies after the war, the Group eventually proposed a takeover in the late sixties.

However, the Government intended setting up Passenger Transport Authorities and Executives in a number of conurbations in England with one for the Greater Glasgow area. This was set up in 1973 and it took over all the assets and operations of Glasgow Corporation Transport but no other operator. As a result of the re-organisation of local government the following year, Strathclyde Region delegated its responsibility for transport to the PTE which was re-named Strathclyde PTE in 1980.

The Scottish Bus Group was further re-organised in 1985, in preparation for the deregulation of bus services the following year.

In the Glasgow Area, the SMT Co had given over its services to Midland Scottish. A new company Kelvin Scottish was set up and it took over all the local operations of Midland in the area. It also took over the Dunbartonshire services of Central Scottish. In turn Midland gave over its newly acquired services in Airdrie and Coatbridge to Central.

With the deregulation of bus services in 1986, local authorities had to set up self-financing bus companies. The PTE's bus services became Strathclyde Buses Ltd, wholly owned by, but operationally independent from the Regional Council.

Companies were able to operate buses almost on any routes they chose and the various Scottish Bus Group companies provided intense competition for Strathclyde Buses throughout the city. Strathclyde Buses hit back by expanding into new or former tram territory which had been served almost exclusively by the Scottish Bus Group. The war waged on with the various companies advancing into and retreating from different areas. Operational losses cannot continue indefinitely with the result that all operators have abandoned areas, some of which they had held for many years before, to consolidate in others.

Both Kelvin and Central had run into difficulties, partly because of the war with Strathclyde and in addition because Kelvin had inherited the poorest vehicles from other companies, while Central had been subjected to a bitter prolongation of the strike over wages that had affected all SBG companies in 1989.

As a result of this Kelvin and Central were merged into the one company, KCB Ltd in July 1989.

It was the Government's objective that publicly owned bus companies were to be sold off, so all the Scottish Bus Group companies were offered for sale over a period. In the case of KCB, the successful bidders were its own Management and employees.

In common with many other local authorities, the owners, Strathclyde Regional Council, accepted an offer for Strathclyde Buses Ltd before being required to put it on the open market.

Management and employees were successful in this case too, although the management have a minority share. The company was sold on 19th February 1993 to Strathclyde Buses Holdings Ltd, later named SB Holdings. Later that year a separate subsidiary, trading as GCT came into being. The initials mean nothing but obviously have historic connections. The livery of green and yellow is nothing like the traditional Glasgow Corporation one, being a variation of one adopted by the PTE, and more like the corporate livery introduced by Glasgow District Council at the time of the re-organisation in 1974.

The merger was accepted by a meeting of the Kelvin Shareholders on 16th October and at the SBH AGM on 6th November 1994 when the appropriate changes to the Articles of Association were approved. The proposal had been referred to the Office of Fair Trading which in turn had referred it to the Monopolies and Mergers Commission along with a subsequent proposal for Stagecoach to have a 20% stake in SB Holdings. The MMC investigation was been carried out and the report and recommendations were made to the Corporate Affairs Minister who announced his decision on 27th April 1995. He has agreed to the merger of SBH and KCB but has ordered that the Stagecoach shareholding has to be divested.

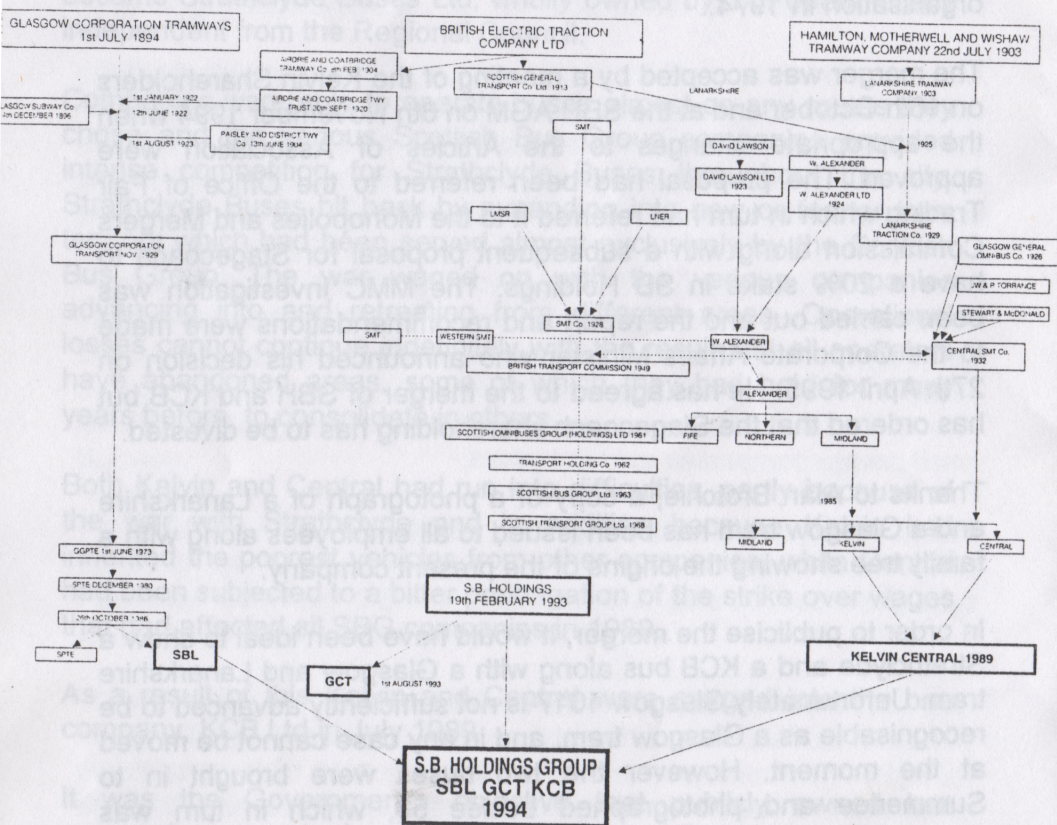
Thanks to Alan Brochie, a copy of a photograph of a Lanarkshire and a Glasgow tram has been issued to all employees along with a family tree showing the origins of the present company.

In order to publicise the merger, it would have been ideal to show a Strathclyde and a KCB bus along with a Glasgow and Lanarkshire tram. Unfortunately Glasgow 1017 is not sufficiently advanced to be recognisable as a Glasgow tram, and in any case cannot be moved at the moment. However the two buses were brought in to Summerlee and photographed beside 53, which in turn was photographed beside 1017.

Kelvin vacated the original Lanarkshire Tramways headquarters at Traction House, Motherwell after 7th April 1995, and is now housed in a self-contained unit in the Larkfield Complex of Strathclyde Buses. Although Kelvin received a number of Strathclyde vehicles to replace some of its own older ones, any economies of scale, or

more obvious benefits for passengers such as interavailability of tickets, can only be considered now that approval has been given to the merger. However it was stated when the merger was first proposed that all three companies will retain their own identities.

SB Holdings Group Family Tree



VIDEO VIEW

by Duncan R White

In this review, the second in the series, Duncan will review the video *Seaton Tramway*.

Seaton Tramway

The Seaton tramway must be the most unusual tram lines in the country. It keeps moving! The story starts in an electrical factory in Burnet, North London, where a Mr Claude Lane was making electric vehicles, like milk floats.

He decided to build a large model tram and went to fairs and seaside resorts, and soon this became very popular. He built a second tram and a permanent tramway was set up in 1954 in Eastbourne. Most of the trams were built there.

Seaton, the lovely resort on the River Axe, became its present home some 20 years ago. The Seaton branch railway line was due to close and would make an ideal tramway linking the villages of Colyton and Colyford.

The video tells the story of the tramway's construction, - track laying, bridge building and all the other odd jobs that the volunteers had to do.

They were rewarded to see the first battery tram run and later overhead wires went up.

The tramway at this seaside resort is a tribute to one man's expertise and enthusiasm.

Excellent sound and picture of this narrow gauge tramway.

Online Video (colour)

Running time 30 minutes approx.

R.R.P. £10.50

COMING SOON

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

The West Yorkshire Transport Centre

and much, much more!