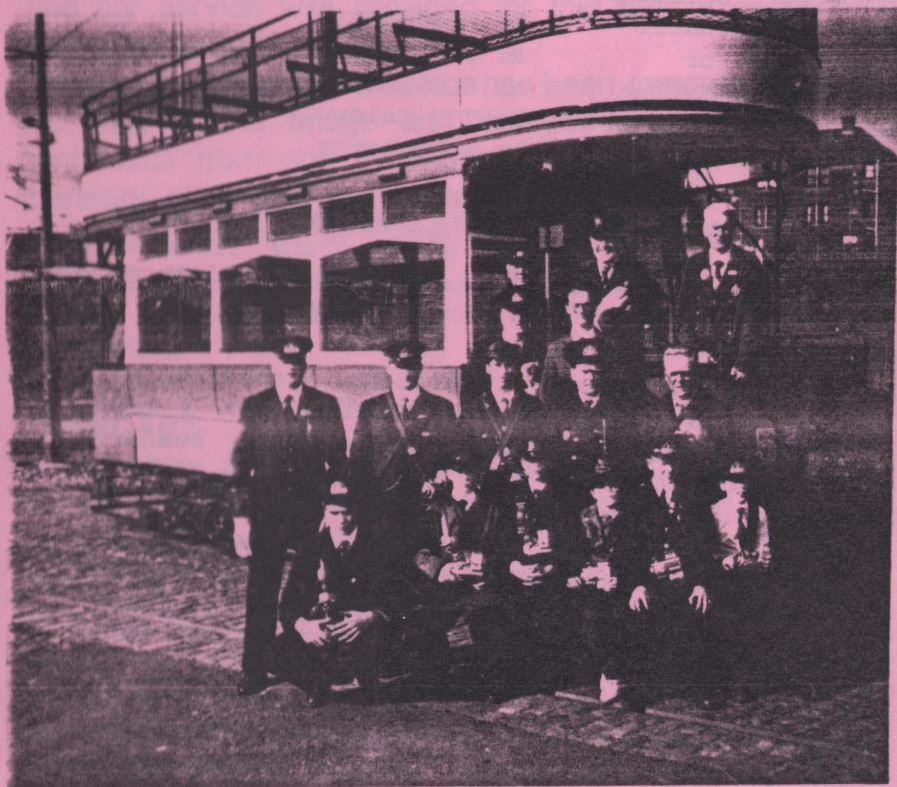

TROLLEY

NEWSLETTER OF THE SUMMERLEE TRANSPORT GROUP

ISSUE No. 8

OCTOBER 1993



BACK WITH ALL THE REGULAR FEATURES

TROLLEY

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

YOUR STG COMMITTEE

Chairman	Mr R A Connor
Secretary	Mr C R S MacRae
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 B M Longworth
Members)	Mr T B Caldwell
External Liason Officer	Mr R Docherty

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

Trolley No. 9

Any news, articles, additions, corrections, letters, sales items etc for "Trolley" No. 9 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 October.

The cover photograph shows some of our operations staff in front of Lanarkshire 53 after the Vintage Vehicle Festival in July of this year. Shown here are (left to right, top to bottom):-

Tom Caldwell, Bob Sutherland, Bob Connor, Tommy Docherty, Bobby Armstrong, Robin Loudon, Gary Conn, Darrel Hendry, Brian Longworth, Rab Nocher, Brian Quinn, Graeme McBride, John Haynes, Jamie Wilson, Ryan Nocher and Philip Haynes.
(Photograph - J Wilson)

EDITOR'S NOTE

Apologies for the lateness of 'Trolley' No.8 due to problems with production and printing, but these should be no more due to the facts that I have invested in a new computer and printer and that Summerlee has had its photocopier repaired.

NEWS

OPERATIONS

Most of the service during the summer was provided by 9062 with 225 operating the remainder of the service. Two car service was provided for the special events during the year.

Good news is that the insulator has been removed from the start of the bridge and the trolley-wire is now continuous from end to end of the tramway. This therefore eliminates the necessity to switch of power when approaching the bridge from the curve and thus enabling motormen to reduce speed on the curve.. Special thanks must be given to the overhead line department.

TRAMCARS

Lanarkshire 53 has received its final coat of paint before the application of its lettering and varnish. The car was used, earlier this year, during the filming of BBC Scotland's 'Parra Handy', starring Gregor Fisher, during which Gregor and other cast members were filmed travelling on the top deck of 53 which was travelling to Govan! The lower end of the site was modified to look like a vintage street with various props including a fibre-glass postbox, a wooden phone box and various authentic road signs. It will also be worth watching to see Tom Docherty on TV.

Oporto 150 is now being used as more of a store than anything else, holding various tramcar parts as well as overalls etc.

Graz 225 has had its brake shoes replaced - the first full replacement since its arrival at Summerlee.

Glasgow 1017 is progressing well. The waist panels are now finished, and the concave panels are now being worked on. The windows will be the next project. The correct paint is now being sought along with rubbers for the windows.

Bruxelles 9062 is now the main operating car at Summerlee. The committee are concerned with the deterioration of bodywork of cars due to excessive speed on bad rail joints, and all of the hard work on restoring 9062 has been wasted.

RAILWAY

The small diesel engine has had its engine dismantled and is being overhauled by the Friend's engineering group. A small wagon has been acquired.

SITE CONSTRUCTION

The coal mine is now complete (see new exhibits) and the miners' rows are nearing completion but are taking slightly longer to finish than first anticipated. It is expected that some of the office and administration staff will move into the upper floor of one of the rows within the next few months.

NEW EXHIBITS

The coal mine should be open to the general public by mid-to-late October and is certainly worth a visit.

The Ironworks Gallery has a variety of exhibitions in the near future with 'Iron and Steel' until November 7 'Where Land Meets Water' from November 10 until December 19 and Calum Stirling and Mhairi Killen - artists-in-residence from December 22 until January 30.

ANNUAL GENERAL MEETING 1993

At the AGM on 4 March 1993 the whole committee was re-elected to serve again for the year 1993-4. The only change to note is that the Project Co-ordinator title has been changed to 1017 Project Co-ordinator, with a greater emphasis being placed on the restoration of 1017.

It was decided at the AGM that the membership fees for the year 1993 would remain unchanged from previous years at Waged - £3, Unwaged - £2 and Junior - £1.

COMMITTEE NEWS

It was decided at the May committee meeting to co-opt Bob Docherty onto the committee as external liaisons officer.

MEMBERSHIP

Membership fees for the year 1994 will be due at the end of 1993. Renewal forms will be issued with Trolley No.9 in December.

SPECIAL EVENTS 1993

Both the Tram and Stalls have been very busy during the Vintage Vehicle Festival, the Grand Steam Fair and the Model Engineering Fair. Group members also helped man the SITA stall at yet another successful Fleetwood Tram Sunday in July and also at Showbus 1993 at the Duxford Imperial War Museum, near Cambridge.

"LANARKSHIRE'S TRAMS"

This excellent book, for those who do not already know, is now published and is now on sale. For a special members discount, see inside the back cover.

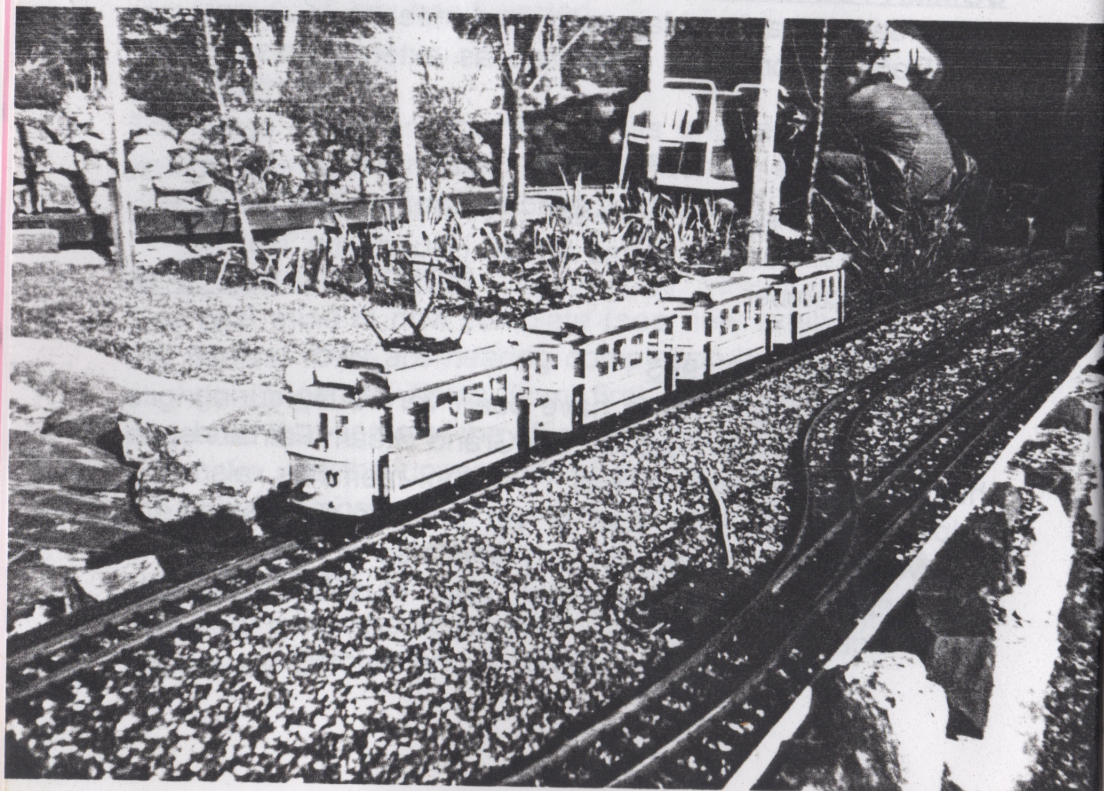
CORRECTION

The correction in Trolley No.8 (Page 3) was infact incorrect! 'Coronation' 1245 should infact have read 'Coronation' 1282.

TRAMWAY MODELLING

With an increasing number of our members becoming involved with tramway modelling, it has been suggested establishing a modelling section within the Group. Anyone interested should contact editor at the address shown inside the front cover.

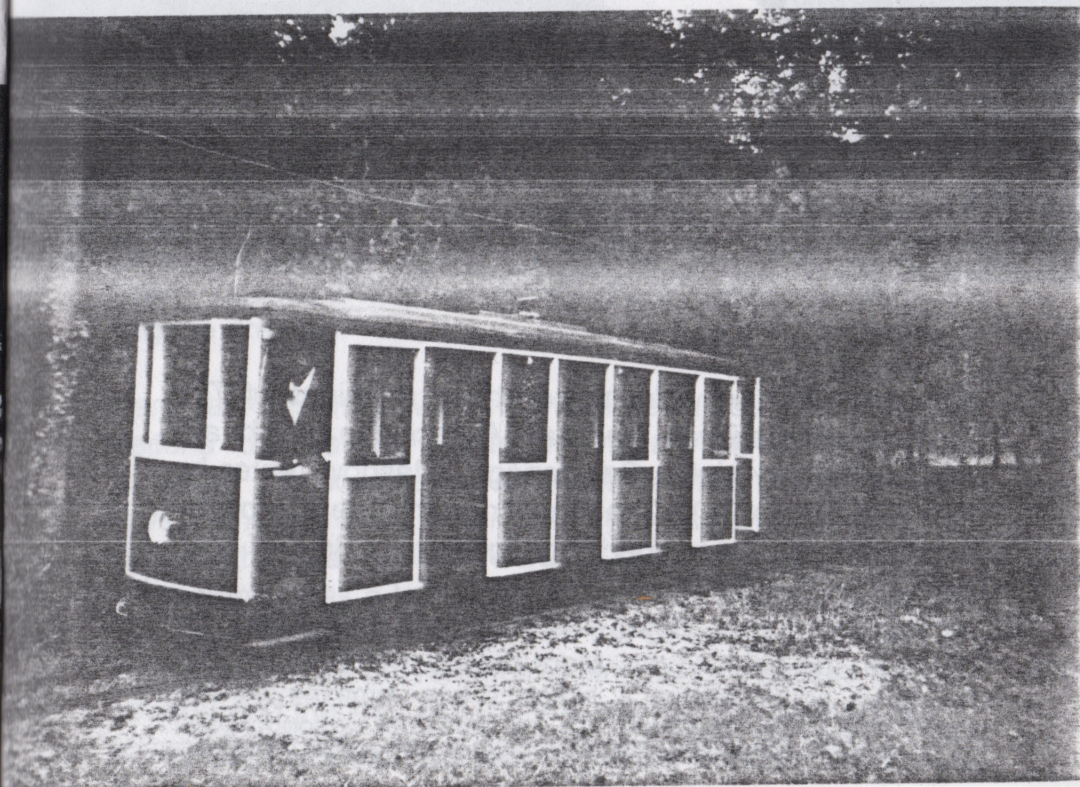
The photo below shows one of the model tramways that one of our members has in his garden.



WINTER MEETINGS 1993/4

An exiting range of meetings has been organised for this season. The November meeting is by yours truly with views of The London Science Museum, The National Tramway Museum, Showbus '93, Conwy Valley Railway Museum, The Great Orme Tramway, Manchester Metrolink and finally the Sheffield Supertram Project all taken during a hectic September Weekend. The December meeting is Bob Docherty's Christmas show, with a truly festive theme. The January meeting is Steven Kaye's annual talk about Summerlee (*to be confirmed*). Dates of meetings are given, in the members diary, on the back cover.

The photo below shows the miniature tram which runs at the Conwy Valley Railway Museum at Betws-y-Coed in North Wales. (November meeting)



ISLE of MAN



Members are also welcome to attend meetings of *The Scottish International Tramway Association* which are held in the City Halls, Candleriggs, Glasgow (enter by door F in Albion St.). Their meetings include a show by Bob Docherty (December) highlighting the Isle of Man Centenary Celebrations.

Dates and details of all the meetings are given, as usual, on the back cover. More details in Trolley No. 9.

The view above shows a steam train running on the Manx Electric Railway in a special promotional postcard. (SITA's December Meeting is on the IOM)

MUSEUM REPORT

COCKERMOUTH TOY MUSEUM

The neat town of Cockermouth is the birthplace of the celebrated poet William Wordsworth. Having some time to spare before conducting a funeral service, the reason for my visit, I set out to explore. After James Labradog had cooled off in one of Cardinal Hume's favourite fishing pools, (I was glad His Eminence was on duty in London!), we took the adjacent lane to the main street. At the corner of the intersection was an intriguing sign, "To the Toy Museum". Following the directions with more curiosity than expectation, I came to the Toy Museum, which turned out to be a wonderland beyond belief.

The Museum belies its rather ordinary title. It is a repository of examples of every engine, carriage, wagon and accessory produced under the HORNBY and DUBLO brand names. Truly a Thirties' Boy's Paradise. How I used to stand in the Argyll Arcade and drool at the gauge 0 model of Princess Elizabeth in the Clyde Model Dockyard window. How I did so again. Ah!Me! Bygone dreams.

Many lay-outs, most working, have been set up for the visitor's delectation. Older members will wallow in nostalgia at recognising long-lost friends of bygone days. And there are other working models from brand names other than HORNBY/DUBLO. An intriguing one, for example, was a large gauge electric tramcar of east European extraction. But as with the one in the Chester Toy Museum, its provenance is unknown. Causes for Lovejoy and friends. But the true star of the museum is a magnificent large scale model of our old Clyde paddler

"Duchess of Fife" complete with detailed biography and many pictures of the old lady on duty in the Firth. This model would grace our Transport Museum's ship department. An unexpected delight to find in the Lake District.

And wondrous to relate, what is on display is only a small part of a huge collection of models belonging to the curator, owner and builder of the museum. He bought a disused lace mill, gutted it, refloored it, built all the display cabinets, and put down all the displays single-handed. Some chap!

Next time you visit the Lakes, never mind the meres and fells and cream teas, but make for Cockermouth and its Toy Museum. You will have to be dragged away.

W. M. Tollan

GETTING THERE:-

Cockermouth is situated in Cumbria in the North West of England, 8 miles west of Workington and 30 miles east of the M6 (Jn 40-Penrith) on the A66.

If you have recently visited a museum which you think may interest readers please drop a short report to the editor at the address shown inside the front cover.

TRAMWAYS NEWS ABROAD

TRAMWAYS OF PORTUGAL

In April of this year Bob Docherty and Andrew Harper went on a factfinding trip to Porto and Lisbon on behalf of the Group to view tramway operations in these cities. There now follows details of Tramway (and Trolleybus) operations remaining there. By Bob Docherty

The trip started badly with a phone call from the travel agent on the day of departure to say that the Portuguese Airline TAP (with whom we were flying) had called a one day strike, and our flight was cancelled. We were put on an earlier flight to Vigo in Northern Spain, and bussed south through the mountains, arriving in Porto shortly before midnight on Friday.

Saturday was spent exploring the remaining tram routes, and assessing the general condition of the running fleet. Three major routes are left, and the remaining cars appear in reasonable condition. 134, 212, 216, 287 and 289 having had major overhauls and repaints recently.

Although there was evidence of re-sleeping on the Boa Vista reservation, the track on the Marginal (riverside) route had deteriorated, with much wear in the grooves indicating that the cars were running on their flanges. In Matoshinos, many of the joints on the street track had fractured badly and drivers exercised unusual caution on certain sections as a result of these.

Boa Vista depot retains damaged cars, spare service cars and two refugees from the museum, (due to lack of space at Massarelos). These are coal car No. 66, which has been restored to perceived original condition, including removal of vestibule windows and cab roofs, and provision of large brass headlamps forward and aft on the trolley arch, and passenger car 163. This is in green and white lined out

livery, has had its vestibule windows removed, and has longitudinal seating installed with ornate cast brass partitions.

The depot is still used as a crew signing-on point, and at least one service car is exchanged every day, usually during the evening peak.

The 11 and 12 trolleybus routes were running on the Sunday (certainly the cross-river routes were dieselised on that day, the other routes were not observed). There was a fair service operating (about 15-20 minutes headway) on both the Gondomar and Sao Pedro routes, and they appeared to be well patronised.

On Monday our destination was the Museum, depot and workshop complex at Massarelos, where we found two cars being worked on. Belgian bogie car 264 was up on jacks and had its trucks removed. A newly overhauled set were waiting to go under it, and it was not apparent that any work was being done to the body, livery or advert scheme. The other car, Fumista bogie car 267, was receiving a thorough body rebuild, including new corner pillars and restoration of matchwood panelling throughout. Considerable welding repairs were evident on the underframe.

The museum hall was being extended to the rear wall of the building, and track and overhead was being installed. All the museum cars were shunted to one end to permit the works to take place.

It was also apparent that there had been some kind of dispute with advertisement contracts, as all of the trolleybuses and a good number of trams were running with them either painted plain grey or white. We did not find the answer to this during our stay.

In conclusion, the current system in Porto will probably continue in its present form (with the possible exception of route 19) until the Centenary celebrations in 1995.

The photograph below shows Porto 150 (typical of many in the Porto fleet) just shortly after it arrived at Summerlee in August 1989.



Long-term, three cars of each type will be retained for the museum, which will operate a route (length to be ascertained) along the riverside. The system as we now know it will close sometime in the Centenary year, along with the hard thrash that we normally associate with Porto cars and their motormen. Museum operation will doubtless be a leisurely and tame affair compared with the harsh traffic conditions and tightly timed journeys in Portugal's second city.

We then moved onto Lisbon, where the tram service on all routes appeared to be badly affected by traffic congestion, and delays of more than 45 minutes were a regular occurrence, followed by a burst of activity.

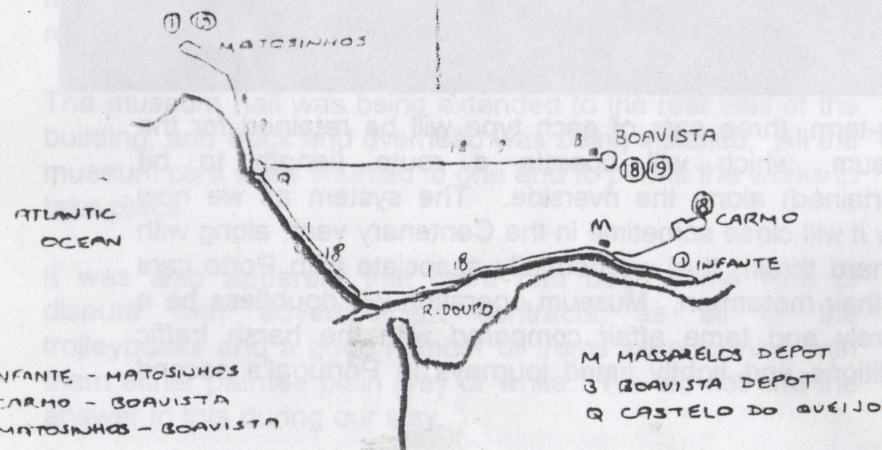
Track appeared to be well maintained, indeed, a works train of three Permanent Way cars and a set of rails on trailers were assembled and ready to move out after the last service car had run that evening. In addition, a railway/tramway crossing (for route 15 at Alcantara) had just been fabricated in the yard, and was clearly awaiting its turn to be laid. The section of street from Alacantara to Calvario was closed to traffic, the tram line singled and signalled by colour light to permit renewal of sewers and other services. This was the cause of severe bottle-necks on the 15, 17 and 18 routes.

Overhead on the 15 route had recently been renewed with large section grooved wire suspended for pantograph operation. Bogie car 333 was observed in Santo Amaro with

PORTO

SERVICOS DE TRANSPORTES
COLECTIVOS DO PORTO

TRAM ROUTES 09/90



22 24/05/92

Lisboa

COMPANHIA CARROS DE
FERRO DE LISBOA



TRAM ROUTES AS AT 09/90

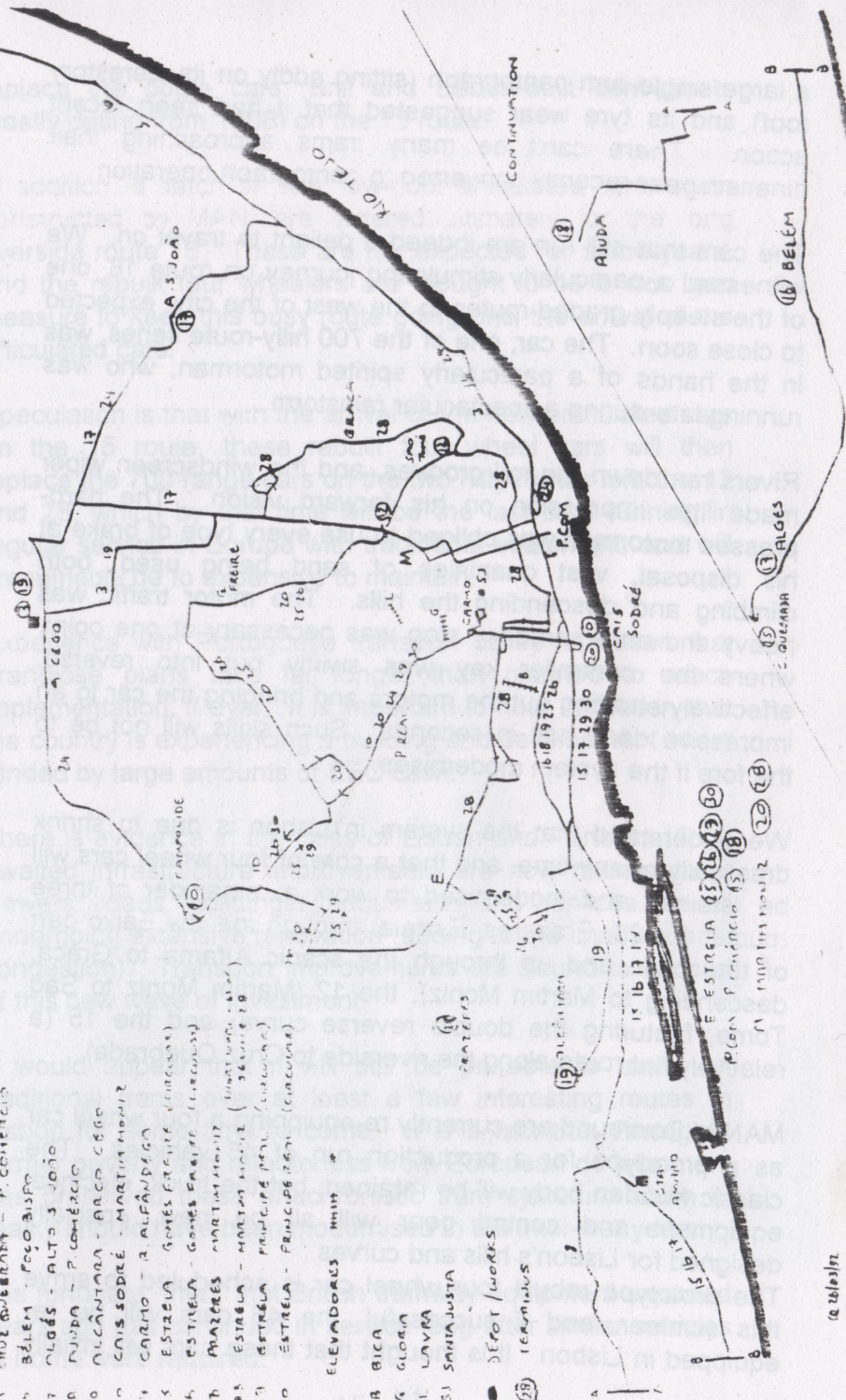
- 3 ORCO CEGO - PAGO 3.50M
- 10 CAMPOLIDE - CAIS SODRE
- 12 SANTO TOME - MARTIM MARIA
- 15 CAUZ QUEBRADA - P. COMERCIO
- 16 BELEM - PAGO 3.50M
- 17 ALGOS - ALTO 3 JOAO
- 18 FUND - P. COMERCIO
- 19 ALCANTARA - ARCO CEGO
- 20 CAIS SODRE - MARTIM MARIA
- 21 CARMO - A. ALFANDEGA
- 22 ESTRELA - GOMES FRAGUE (LARGO 34)
- 23 ESTRELA - GOMES FRAGUE (LARGO 34)
- 24 MAZORES MARTIM MARIA (LARGO 34)
- 25 ESTRELA - MARTIM MARIA (LARGO 34)
- 26 ESTRELA - PRINCIPES REAIS (LARGO 34)
- 27 ESTRELA - PRINCIPES REAIS (LARGO 34)
- 28 ESTRELA - PRINCIPES REAIS (LARGO 34)

ELEVADORES 11111

- A BICA
- G. GLORIA
- L. LAVRA
- S. S. S. S. S. S.

3.50M / WORKS

TERMINUS



a large single-arm pantograph (sitting oddly on its clerestory roof) and its tyre wear suggested that it had seen recent action. There can't be many trams approaching their ninetieth year recently converted to pantograph operation.

The cars that still run are indeed a delight to travel on. We witnessed a particularly stimulating journey on route 18, one of the steeply graded routes to the west of the city, expected to close soon. The car, one of the 700 hilly-route series, was in the hands of a particularly spirited motorman, who was running late during a spectacular rainstorm.

Rivers ran down the rail grooves, and the windscreen wiper made little impression on his forward vision. The hard-pressed motorman was obliged to use every type of brake at his disposal, vast quantities of sand being used, both climbing and descending the hills. The motor traffic was heavy and an emergency stop was necessary at one point, where the controller key was swiftly put into reverse, effectively shorting out the motors and bringing the car to an impressive dead halt in seconds. Such skills will not be to the fore if the system modernises.

We understand that the system in Lisbon is due to shrink drastically at any time, and that a core of four wheel cars will be retained and modernised to work a remainder of three routes, the 28 (Prazeres, Estrela, through the low Baixo part of the town, and up through the scenic Alfama to Graca, descending to Martim Moniz), the 12 (Martim Moniz to Sao Tome, featuring the double reverse curve) and the 15 (a relatively flat route along the riverside to Cruz Quebrada).

MAN of Dortmund are currently re-equipping a four wheel car as a prototype for a production run of 45 vehicles. The classic wooden body will be retained, but the truck, electrical equipment and control gear will all be new, specially designed for Lisbon's hills and curves.

The prototype rebuilt four wheel car is scheduled to arrive this summer, and if successful, the 45 cars will be re-equipped in Lisbon. It is thought that these cars will initially

replace the bogie cars (Brill and Lisbon-built derivations, mostly dating from 1908) on the 15 route.

In addition, a batch of new, low-floor articulated cars, again constructed by MAN, are ordered ultimately for the long riverside route 15. These are not expected for some years, and the rebuilt four wheelers are thought to be a stop gap measure to keep this busy route going until the arrival of the articulated cars.

Speculation is that with the arrival of the new articulated cars on the 15 route, these rebuilt four wheel cars will then replace the 700 range cars on the two hilly routes left, the 12 and 28, which by that time will be the last cars running in regular service in Europe with traditional equipment, and will presumably be too expensive to maintain.

Experience with Portuguese transport policy has been that grandiose plans take far longer than planned to reach implementation, if ever. It is important to note, however, that the country is experiencing a building and development boom funded by large amounts of EEC cash.

There is evidence in the cities of Lisbon and Porto that long awaited infrastructure improvements are now taking place. Sewers, roads, buildings, monuments and services are all undergoing extensive renovation (adding to the chaotic traffic congestion). Transport improvements are bound to be part of this new wave of investment.

It would appear that it will still be possible to travel on traditional trams over at least a few interesting routes in Lisbon for some time to come. It is a fact that Portugal's former poverty and remoteness from European development has preserved these anachronistic tram systems, which in reality should have been modernised in the inter-war years.

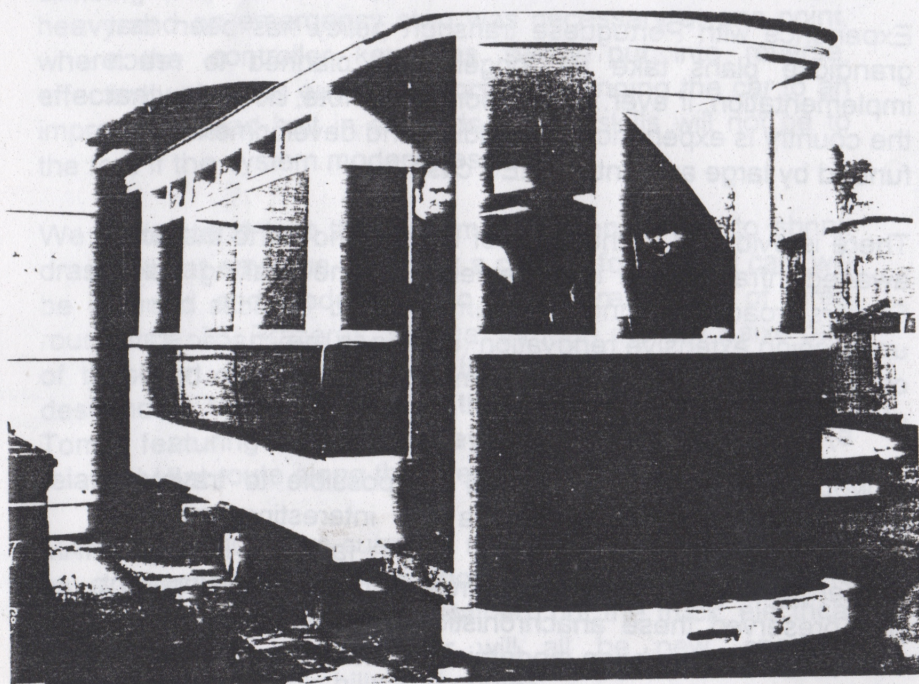
It is fortunate, then, that British tramway equipment exported years ago has continued in service long after similar vehicles at home were required.

COMING NEXT ISSUE

As well as all the usual news of happenings at Summerlee, Trolley No.9 will feature:

Tramway Restoration in North Wales
Jim Wilson's Tramways into the Next Century

The photo below shows Northampton No. 21 currently under restoration in North Wales by the Llandudno and Colwyn Bay Electric Railway Society. Further details in Trolley No.9 and in the November meeting of Group (see Diary)



MEMBERS' SHOP

The STG/SITA sales stall has a wide range of transport items available to members at discount rates (shown in brackets).

Some new editions to the stock are highlighted in **BOLD**

BOOKS

Lanarkshire's Trams (A.Brotchie) £9.95 (£8.50)
Edinburgh Transport(1) (DLG Hunter) £10.50 (8.50)
Shooglies 2 (George Lane) £5.25 (£4.50)
Stirling's Trams and Buses (A.Brotchie) £6.95 (£6)
Fife's trams and Buses (A. Brotchie) £7.95 (£7)
plus a wide range of tram, bus and train books

VIDEOS

Online Glasgow Trams (Part 2) £21 (£15)
Online Glasgow Trams (Part 1) £21 (£15)
Online Edinburgh Trams £21 (£15)
Online Glasgow Underground £17.50 (£15)
Stable Glasgow Subway £10.95 (£10)

MODELS

Various Tramcar and Bus Models from Corgi, EFE etc
Tramcar Kits and Accessories also stocked.

TICKET MACHINES

Glasgow Corp TIM's £20 (£5) GCT Cash Bags £15 (£5)
Almex, Setright, Ultimate Machines, GG Ultimate
Ticket Rolls, Old Timetables (England & Scotland)
- details on request

The full range of sales items can be viewed and purchased (subject to availability) from the sales stand in the depot on most Sundays and selected items are usually available at the Thursday night meetings.

Alternatively items can be purchased by post through the Trolley editor (address shown inside front cover). If ordering by post please include a suitable amount for postage and packaging.

MEMBERS' DIARY

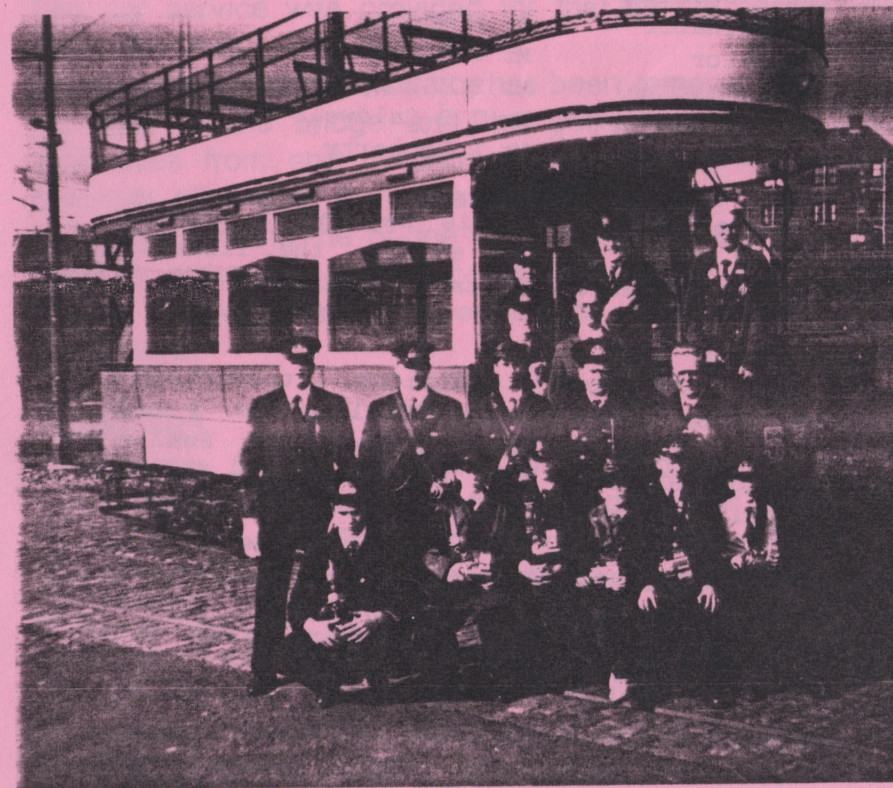
<u>Date</u>	<u>Details</u>	<u>Venue</u>
Sat 16- Sun 24 Oct 1993	Halloween Fun & Frights Activities 10 - 5 Daily	Summerlee
Thur 4 Nov 1993 7.30	Gary & Jim's mad tour 1993 -Gary Conn	Conference Room, S'lee
Tue 9 Nov 1993 7.30	Subject to be confirmed (SITA)	City Halls, Glasgow
Thur 2 Dec 1993 7.30	Christmas Show - Bob Docherty	Conference Room, S'lee
Tue 14 Dec 1993 7.30	Isle of Man Centenary - Bob Docherty (SITA)	City Halls, Glasgow
Thur 6 Jan 1994 7.30	Steven Kaye - Past & Future Summerlee	Conference Room, S'lee
Thur 3 Feb 1994 7.30	Subject to be confirmed	Conference Room, S'lee
Thur 3 Mar 1994 7.30	Annual General Meeting 1994	Conference Room, S'lee
Thur 7 Apr 1994 7.30	David Wilson-Subject to be confirmed	Conference Room, S'lee
Thur 5 May 1994 7.30	Members' Video Night 1994	Conference Room, S'lee

Gary C Conn
Summerlee Transport Group
October 1993

TROLLEY

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