

MEMBERS' DIARY

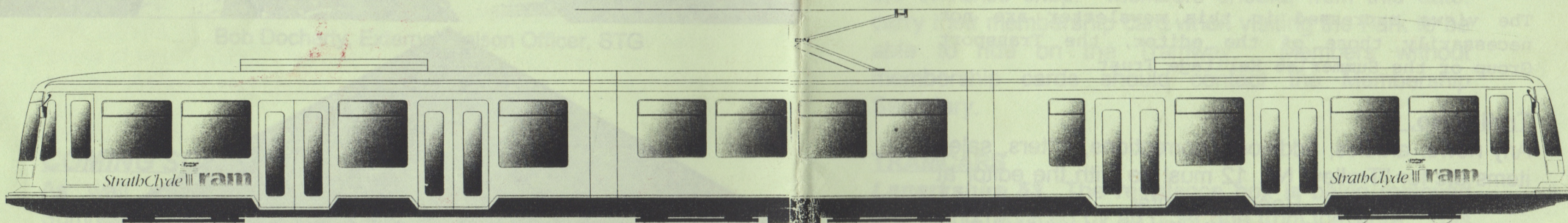
Date	Details	Venue
Thur 3 Nov 7.30pm	STG Meeting Subject to be Confirmed	Summerlee
Thur 1 Dec 7.30pm	STG Meeting Subject to be Confirmed	Summerlee
Thur 5 Jan 7.30pm	STG Meeting Subject to be Confirmed	Summerlee
Thur 2 Feb 7.30pm	STG Meeting Subject to be Confirmed	Summerlee
Thur 2 Mar 7.30pm	STG Annual General Meeting	Summerlee

TROLLEY

THE LONG ARM OF SCOTLAND'S ONLY WORKING TRAMWAY

ISSUE No. 11 OCTOBER 1994

FINAL UPDATE ON THE PORTUGAL STORY,
FREE TRANSPORT GROUP CAR STICKER
& STRATHCLYDE SUPERTRAM



Gary C Conn
Summerlee Transport Group
October 1994

STG

SUMMERLEE TRANSPORT GROUP

TROLLEY

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

YOUR 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. 12 must be with the editor at

***** Cumbernauld,

GLASGOW, G67 *** (or left in the Members Mail Box) no later than the end of November.

The cover illustration is an artists impression of the future StrathClyde SuperTram (see page 5 for further details). The STG logo is also displayed.

EDITOR'S NOTE

Welcome to Trolley No 11. If any member has any comments or suggestions concerning Trolley please do not hesitate to contact me at the address shown opposite. All articles and/or photographs of any transport related topics are also extremely welcome at the same address.

NEWS

OPERATIONS

The service is now being operated mostly by 225. 9062 has been withdrawn for some essential work (see below). The Trustees have decided to implement a charge for travelling on the Tramway. The exact charges are still to be decided but will take effect from 3 January 1994. Passengers will likely have to purchase a day pass from the entrance shop. Members should, from this date, carry their membership card when visiting the Park to be able to ride on the Tramway. Members without membership cards should contact the Membership Secretary.

TRAMCARS

Lanarkshire 53 The resistance box is being removed and being replaced by an older one from the store. This should finally solve the problems with the electric brakes. The four outstanding seat frames for the top deck have been obtained and the wood is being finished and the seats should be complete by the time you are reading this. The outstanding brasswork should be delivered and fitted soon. It is intended to launch 53 on 3 January 1995 (-bring your own long-johns!).

Graz 225 has been repainted and varnished. The grip strips on the platform entrance steps and the bashed

platform light covers have been replaced. A new skid plate, from Morganite Electric Carbon Ltd, has been fitted to the pantograph. 225 is now the main service car for the winter.

Glasgow 1017 work is progressing very well on the reconstruction of No. 1 end platform and work on the waist panels is almost complete with only finishing paintwork outstanding. The bulkhead at No. 1 end requires more attention than first anticipated and is slowing down work around this point. The canopy bend at No. 2 end is complete and work has started on fitting the windows. Costing have been obtained for required windows and necessary window rubbers. These quotes will relate to *Glasgow 1016* when restoration begins on it. The necessary undercoat paint has been acquired.

Bruxelles 9062 The HM Railway Inspectorate has ordered that only seated passengers may be carried on 9062. This has vastly reduced the capacity to 17 persons. This ruling will apply until a number of safety features are reinstated. In the meantime 9062 has been withdrawn for the reimplementation of these safety features (door and No.2 end step interlocks) and for minor bodywork repairs.

TRUCKS & ASSOCIATED EQUIPMENT

Prices are being negotiated from Hunslett Barclay, Kilmarnock, for overhaul of the truck for 1017 and possibly also for a bulk deal involving the two other trucks (for Glasgow 1016 and Edinburgh Cable Car 226)

CAR BODIES

The top deck of the Edinburgh Cable Car situated behind the large objects store, behind the depot, has been found to be No 62 by removing paint from interior panelling.

MEMBERSHIP

Renewal forms for 1995/6 will be despatched with Trolley No. 12 in January.

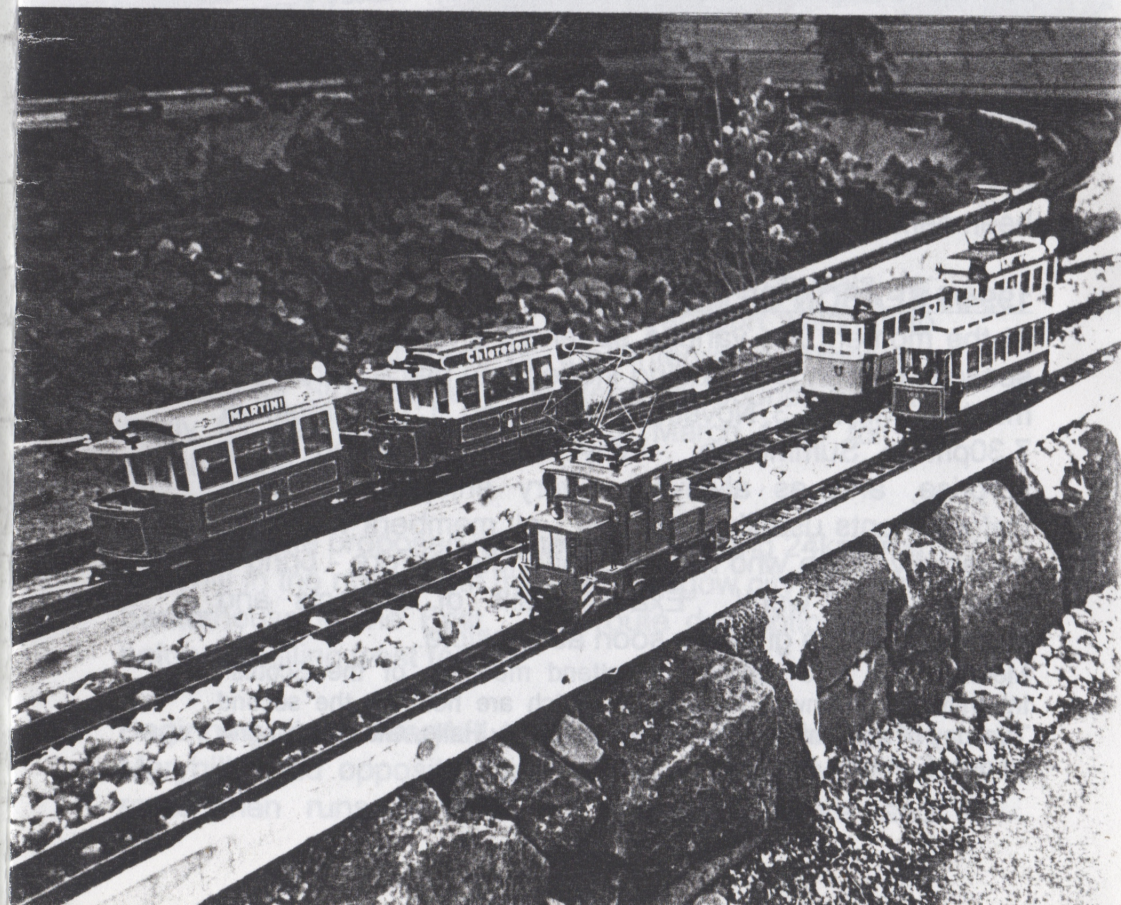
MOTORSCHOOL

The next round of classes will start shortly. Those who are eligible and are interested should contact an instructor (Brian Longworth, Mike Chalton, Bill Tollan) as soon as possible.

TRAMWAY MODELLING SECTION

R. Maclean

Once we have the full use of the portacabin an inaugural meeting will be held. A photograph of members "G" scale trams is shown below at a running evening recently at Ronnie Maclean's garden layout.



CAR STICKERS

Members should receive a **free** car window sticker with this edition of *Trolley*. Please use it to let people know of the Transport Group. Some members will have received theirs already.

DEPOT COMPOUND

This has been tidied up substantially visually improving this area with a view to making space for a possible depot extension to house future acquisitions.

SPECIAL EVENTS 1994

The Steam Fair proved better than usual on the sales stall but the Models and Hobbies Fair was a little poorer than usual. The tram was well used on both occasions but was rather restricted (see 9062 above).

SITE CONSTRUCTION

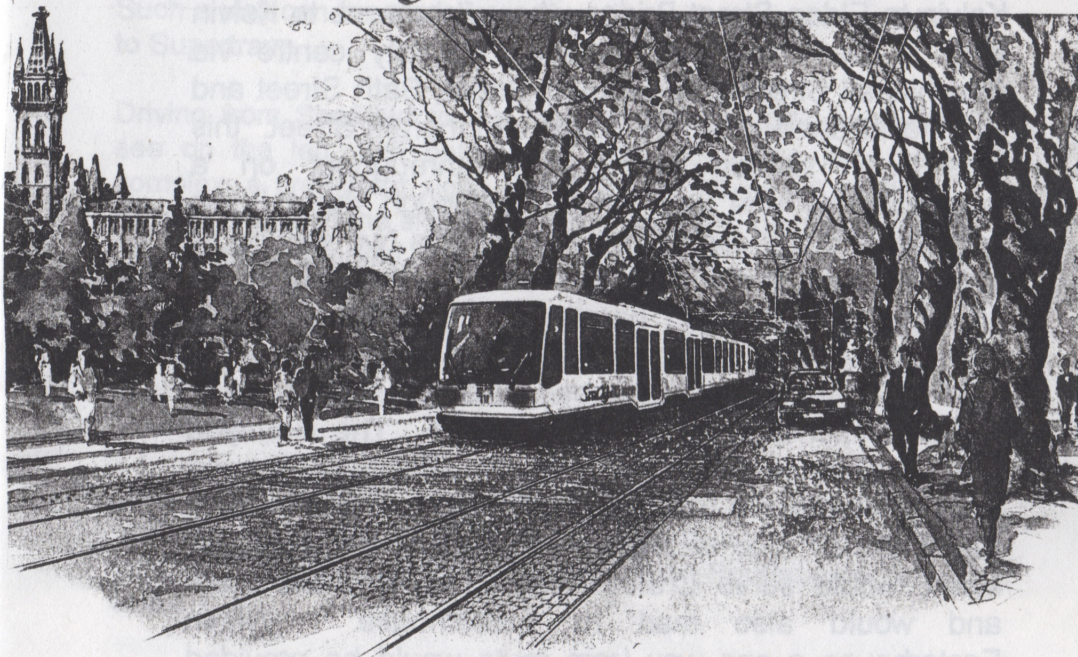
The winding gear has been reconstructed at the drift-mine and is now a prominent landmark 30 feet high in the Hornock skyline. The old administration block has been demolished, having outlived its usefulness.

1994/5 SEASON OF MEETINGS

At the moment the various speakers and topics for this seasons meetings are being slotted into place. The next meeting will be 3 November and then 1 December at 7.30pm in Summerlee. Why not come along for a surprise, and as always, a very enjoyable evening (refreshments usually provided) - all members welcome, especially those who have not attended before - bring a friend if you want! Exact details of subjects and speakers will be given as soon as possible.

Members are also welcome to attend meetings of the Scottish International Tramway Association which are held on the second Tuesday of each month at 7.30pm in the City Halls, Glasgow - enter by door F (Albion St).

StrathClyde **Tram**



Strathclyde Transport have announced proposals for Strathclyde's newest form of public transport which is to form an important part of the Integrated Transport Strategy for Strathclyde. The Regional Council aims to apply for Parliamentary powers in March 1995 for its construction and operation.

The first route proposed is Line One travelling 24km from Maryhill in the north-west through Glasgow city centre to Easterhouse in the East. The route description given below travelling west to east:

Beginning at the Maryhill terminus on the north side of Maryhill Road opposite Maryhill shopping centre. The route then runs beneath the shopping centre and

continues southward using the existing disused Kirklee railway line, and tunnels beneath the Botanic Gardens and Great Western Road emerging near Kelvinbridge Underground Station. It follows the east bank of the Kelvin to Eldon Street Bridge where it crosses to Kelvin Way. The route then crosses the city centre via Sauchiehall Street and Berkeley Street, Bath Street and St Vincent Street, George Street and Ingram Street. this cross city section is on-street throughout on a predominantly one way system, although there is an option in the city centre of running trams two way on St Vincent Street and Elmbank Street. To the east of the city the trams will run parallel to the existing Airdrie railway line as far as Parkhead Forge where, following a brief off-street alignment, they will either join Carntyne Road or alternatively, Edinburgh Road. The Carntyne Road option leads to a northern alignment serving Riddrie, Ruchazie, Craigend, Garthamlock and ends at Easterhouse. The southern route option, via Edinburgh Road, would serve Cranhill, Lightburn, and Barlanark and would also lead to Easterhouse. Within Easterhouse a one way tram route would be provided on-street along Lochend Road, Lochdochart Road and Westerhouse Road

The Group has been in contact with the StrathClyde Tram Group. There will likely be a talk on the various proposals sometime during this seasons meetings and further details will be given when known. There is a small supply of literature concerning the plans in the depot. Otherwise further information can be obtained from: StrathClyde Tram, Consort House, 12 West George Street, GLASGOW, G2 1HN. Alternatively there is a very interesting and informative exhibition on show at Strathclyde Transport's headquarters at Consort House. Please telephone 041 333 3560 for opening times.

TYNSLEY

By W Guthrie & W Tollan

Would you like to visit Sheffield's first electric tram depot?

Such a visit can be made in conjunction with a weekend visit to Supertram.

Driving from Sheffield to the Meadowhall Complex you will see on the left, just before the left-hand-turning into the complex, a prominent sign, "Sheffield Bus Museum". If like us, you only spot the sign at the last minute, it's no great deal to proceed to the next roundabout and return.

In the bus museum are a variety of interesting vehicles undergoing restoration. Prominent is an Alexander double-decker Leyland TDS No. R266 with WG registration - once of Aberdeen.

Other stars include: Leylands and AECs from Sheffield Corporation, as well as from other Yorkshire and Lancashire operators. There is also a London Transport Routemaster (ex B.E.A.).

A little group is restoring one of Sheffield's "standard" type trams, No. 460, and have just succeeded in rescuing from Lisbon controllers which went to Lisbon once from Sheffield. A long return journey. Interesting to find how much more substantial and well-made were Paisley and Glasgow cars.

The preservationists are a super group to meet and are truly dedicated to their hobby. Each vehicle is charged at £60 per month for use of the premises. And the roof sure does leak.

Unfortunately for us tram-fans the depot's track is covered by concrete inside and by tarmac outside. Additionally the whole depot is under threat from the ever-developing Meadowhall complex - although it is hoped that at least the facade might be "saved".



So if you would like to see inside a Victorian horse-tram-cum-electric-tram depot, better hurry!!

The group do not make a charge except on special days, but a donation to tram restoration is always welcome - don't we know!

Just across from the depot - on the site where so many of Sheffield's finest were vandalised are McDonald's and Pizza Hut - so eating shouldn't be a problem.

As for Supertram? The riding and comfort is no better than we used to enjoy on our much-lamented Coronations. And at least we let dogs on board in Glasgow's halcyon days. Poor old Jimmy was turned away. Such is progress.

W. Guthrie & W. Tollan

TRAMWAYS NEWS UPDATE

TMS/TSO/STG VISIT TO PORTUGAL MARCH 1994 (Part 2) (concluding report from Trolley 10)

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. The final instalment of Bob's report is given below.

The volume of equipment, once it had been assembled, presented a daunting prospect, however credit has to be paid to the level of work performed by the individual involved, as the mountain of iron, steel, brass and copper began to diminish, item by item.

The Grangemouth-bound container was loaded by 1300, when the workforce split into two shifts to cover lunch. many of the CCFL staff were observed quaffing large brandies in a nearby eating house, and cans of beer were soon requested by those still at work in the depot. The sun was shining under a cloudless blue sky, and the temperature had climbed to 23 degrees, making the job quite hot work.

The loading proceeded without incident during the course of the afternoon. In another part of the depot yard a large pile of painted pieces of timber, metal and canvas bore witness to the balance of our purchase. It has to be said that the compacted remains of the tram bodies took up less space than the equipment they had donated. A destination screen lying atop the pile was the only souvenir worth rescuing from this sad pyre.

In the workshop, life went on as usual, and a newly overhauled Brill bogie car was observed receiving last minute attention before re-entering service. A procession of cars on

route 15 and 19 rattled over the points at the depot gates as if to underline this. More change was in the air, however, as new pits and a new depot fan were being constructed to accommodate articulated cars expected early next year.

By 1700, there was still a considerable amount of equipment to load. Several items had surprised us by being brought out late in the day, particularly the resistances, which proved to be complicated, as some were clearly different to others, and no-one at this stage could decide which set went with which type of controller. It was considered easier to consign the lot to the Crich-bound containers (infinitely practical as the Grangemouth container had already left) and sort it out at a later date with the benefit of the expertise of the TMS electrical engineers. The trolley bases arrived late and were also loaded on the Crich-bound container.

A final push, (with the forklift driver emulating the best performance by Jackie Stewart - the smell of burning tyres reminiscent of Brands Hatch) enabled the rest of the items to be loaded by 1930. We were provided with washing facilities, and agreed to present our Portuguese colleagues with a bottle of whisky each. This had to be done the next day. We retired weary but very pleased with our day.

On the Thursday morning one of the Portuguese labourers was nominated to accept our gifts and distribute them to his colleagues. He was duly met outside the depot gates as arranged, and appeared pleased and quite surprised by the bottles. It transpired that we both travelled back into town on the same tram, allowing for the first time some informal chat. It appeared that, in Portugal, gifts of even a trivial nature were rarely proffered for work such as labouring, and were greatly appreciated.

As we were alighting from the tram, he paused on the rear platform and made a great play of attempting to remove the handbrake column - a particularly heavy item from the previous day's exertions - a humorous end to a profitable and enjoyable venture.

The three containers were initially despatched to Felixtowe, where the two Crich-bound units were offloaded and continued to their destination (Clay Cross store) by road. The Scottish consignment was transferred to a Coaster which delivered the container to Grangemouth. It was decided at the last minute to divert this to LEP International in East Kilbride, which was better equipped to offload the material than Summerlee.

The various containers arrived at Clay Cross and East Kilbride respectively without incident. The unloading revealed that the contents had not suffered on the high seas, and that everything was present, save for one important item - the Santo Amaro sunshine, so abundant when the containers were sealed, had somehow disappeared during the course of the journey.

For the record, it had been estimated that over 60 tonnes of equipment were loaded and transhipped in what must count as the largest movement of tramway equipment since preservation began. The equipment moved is as follows:

- 10 trucks, (7 Brill + 3 Maley & Taunton)
- 20 motorman's air brake valves
- 10 emergency brake valves
- 10 compressors
- 10 compressor governors
- 10 brake cylinders
- 20 pressure gauges
- 20 hand brake assemblies (with double wheels, columns winding gear and base plates)
- 10 sets of resistances
- 10 main circuit breakers
- 10 compressor switches
- 10 main light switches
- 10 lightening arrestors
- 10 chokes
- 40 sand valves
- 10 trolley bases

The total cost for these items was just over £20,000. It had been judged that the transaction (although involving complicated paperwork and financial arrangements in the initial stages) took place remarkably smoothly, with all parties (especially CCFL) happy at the end of the day.

Sr Gabriel, the Tramways Engineer expressed his satisfaction over the deal and indicated that we were welcome to arrange further purchases. With the imminent arrival of new cars in Lisbon and the consequent withdrawal of at least some of the Brill bogie cars, the shopping list is being drawn up already. Hopefully the next batch of equipment bought will be handled with the same relative ease.

Mention has to be made of the preparation work done by Tony Bacon of the TMS, who spent considerable time on the project, and whose engineering expertise was invaluable on the day in question when choosing the various trucks from the line in Santo Amaro.

Bob Docherty, External Liaison Officer, STG

COMING SOON

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

New Tramways for Merseyside - Old and New
The West Yorkshire Transport Centre

and much, much more!

Photos opposite: where is this - more details next issue!

