

ANNIESLAND COLLEGE

An Evening Class in Transport Restoration will be run in our Autumn '97 Programme of leisure activities. The Class will run for 20 weeks at 2 hours per evening, one meeting per week. The class will be subject to numbers, normal class size being 10.

The programme will incorporate the basic skills necessary in Transport Restoration and consists of:-

- 5 weeks Oxy/Acetylene Welding and Cutting
- 5 weeks Engineering Machining Skills
- 5 weeks Metal Arc Shielding Welding
- 5 weeks Motor Vehicle Engineering

A further 10 weeks will be available, again subject to class numbers for:-

- 5 weeks Carpentry and Joinery
- 5 weeks Vehicle Painting

The cost of the course will be £100.00 for the first 20 weeks and £50.00 for the 10 weeks, this cost will cover the cost of materials and consumables.

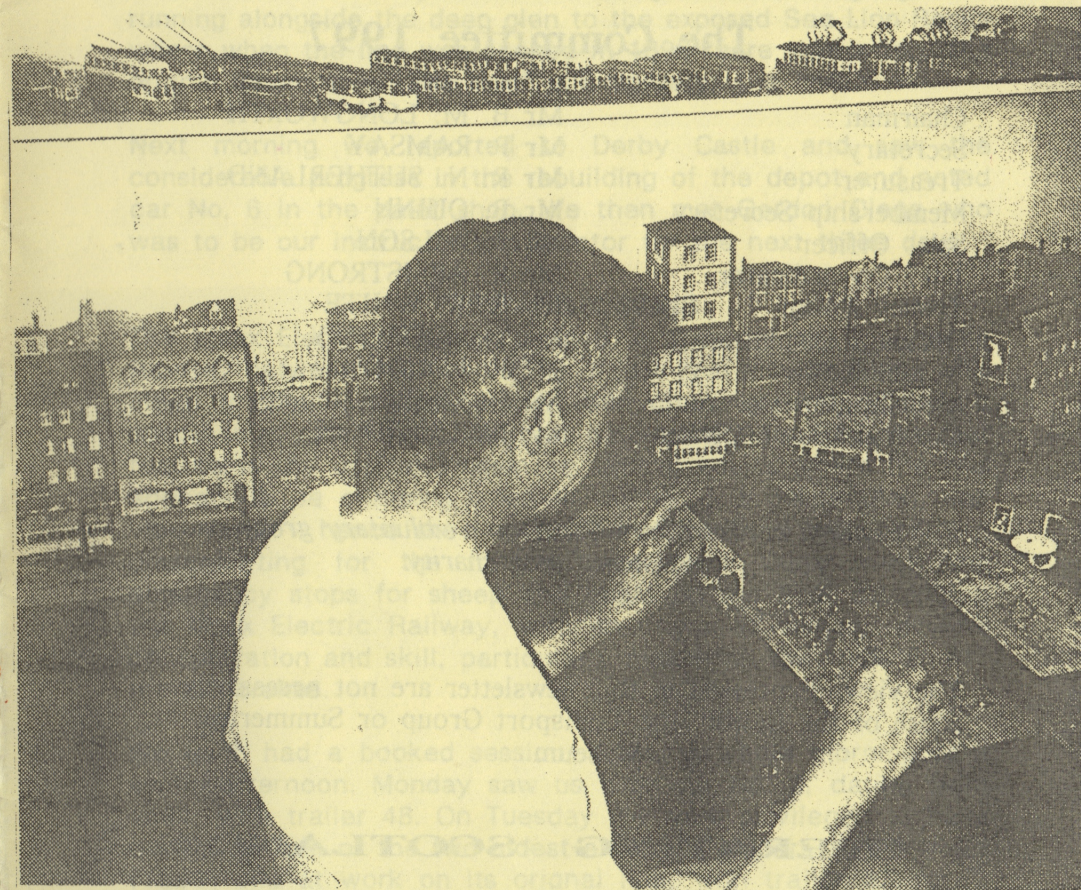
If you require any further information please telephone 0141-357 6061.

TROLLEY

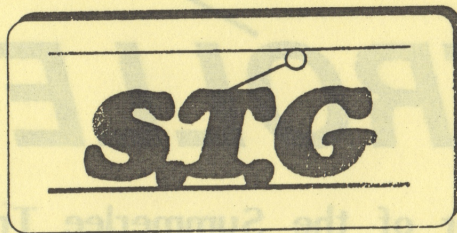
Newsletter of the Summerlee Transport Group

ISSUE No. 20

OCTOBER 1997



One of our Motormen, Willie Wilson operates his model tram layout



SUMMERLEE TRANSPORT GROUP

The Committee 1997

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The Summerlee Transport Group is a voluntary group and is registered as a charity.

The views expressed in this newsletter are not necessarily those of the Editor, the Transport Group or Summerlee Museum.

**OPERATING SCOTLAND'S
ONLY WORKING TRAMWAY**

Six in Man by One of them

SUNDAY 22nd June was dull and wet as we waited in Glasgow Airport for flight JE-614 to the Isle of Man but as the saying goes "when angels travel the weather is fair" and so it was with the sun shining on arrival.

There was time to walk from the hotel to the terminus of the Manx Electric and take a tram to Groudle for a trip on the Groudle Glen Railway. This is a delightful 2 foot gauge line running alongside the deep glen to the exposed Sea Lion Rocks where when the line was opened in 1896 there was a zoo. The original locomotive "Sea Lion" still operates the line.

Next morning we reported to Derby Castle and saw the considerable progress in the rebuilding of the depot and noted car No. 6 in the paint shop. We then met Gordon Clegg who was to be our instructor and mentor for the next three days.

OPTICAL ILLUSIONS

The manx Electric Railway opened in stages from Douglas to Ramsay between 1893 and 1899. It is a real mountain line with steep gradients, sharp curves, road crossings and reaches a spectacular summit of 588 feet above Bulgham Bay. Another feature is the optical illusion at several points where the line appears to be climbing when in reality it is descending, and vice versa - hence the importance of knowing the road, but disconcerting for the initiate. And then there were the emergency stops for sheep and goats on the line! So driving the Manx Electric Railway, with an unbraked trailer, requires concentration and skill, particularly mastering the "nips of air" for the brakes.

We each had a booked session, either a whole morning or a whole afternoon. Monday saw us with car No. 7, dating from 1894, with trailer 48. On Tuesday we were privileged to have car No. 2, one of the two oldest electric trams in the world (1893) still at work on its original line, with trailer 47. No. 2 has an open driving platform and, after the 35 mile round trip to Ramsey, was perishingly cold!

Wednesday dawned very wet and car 9, the illuminated centenary car, with trailer 42 was allocated. The wet conditions made the track slippery which necessitated considerable finesse with the brakes.

These three days were an experience which challenged us and which we thoroughly enjoyed.

On the Douglas Promenade runs the only horse tramway, certainly in Europe (excluding Disneyworld), if not in the world, and both open and closed cars were seen in operation. The system is about 2 miles long and boasts 37 horses, kept in stables near the terminus of the electric line. These we visited. The horses do 3 round trips with the horse car, i.e. about 12 miles in total, at a trotting pace before being changed. It was interesting to see just how quickly the trams moved along the promenade. One could understand the viability of the early horse trams away back in the 70s or 80s of the last century.

On the Tuesday the restored cable car No. 100 was seen out



on the horse lines for a transport enthusiasts group from Liverpool, moving slowly under battery power. A brave sight.

Thursday saw us down to Port Erin to sample the Isle of Man Steam Railway. This was a real trip back in time with the locomotives dating from the 1870s.

Back to the Manx Electric. This is an experience to be recommended, an occasion to run in full parallel, and an occasion to show your skill with the brakes. In short a test for you as a motorman. A wonderful railway on a wonderful island.

Finally, to indicate our competence, we were awarded certificates of "successfully completing the extended M.E.R.

Motorman Course (including trailer operation)".

Thanks to Gordon Clegg for his patience and fortitude in looking after us.

The last word goes to Gordon: "I wouldn't be against you taking a car on your own to Ramsey and back".

P.G.

MANX ELECTRIC RAILWAY

*Strathallan Crescent
Douglas
Isle of Man*

Certificate of Tram Driving

This is to certify that

XXXXXXXXXX

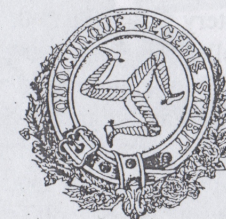
*has this day successfully
completed the M.E.R.
Extended Motorman Course
(including Trailer operation)*

Course Instructor

Gordon Clegg

25th June 1997

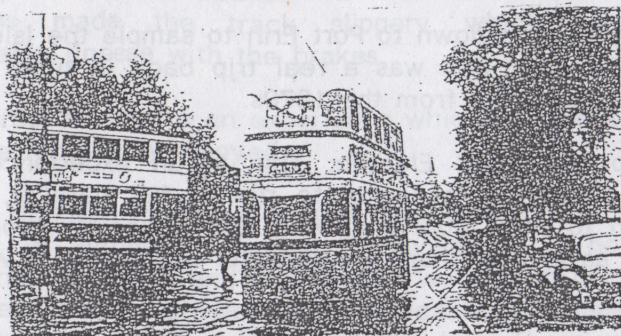
Engineering
Superintendent
G. F. Lawson



Operations
Superintendent
M. G. Warhurst

This Certificate does not indicate any particular level of competency

BEAMISH TRAMS



SHEFFIELD 513

513 is one of a build of 35 double deck trams constructed between 1950-1952 by Charles Roberts & Co. of Wakefield (now Bombardier Eurorail), to a design by Sheffield Transport, having comfortable upholstered seating for 62 passengers. It is carried on a 4-wheel Maley and Taunton hornless type 588 truck with rubber and leaf spring suspension. The car is powered by two Metrovick 101 DR3 65hp motors. Air brakes are fitted, acting on all wheels, and electric braking is available for emergency use.

Representing the ultimate development of the traditional British 4-wheel tramcar, 513 worked for only 8 years, as Sheffield abandoned its first tramway system in 1960. On 8 October of that year 513 ran specially decorated in the final procession; so too did sister tram 510, now preserved by the National Tramway Museum at Crich. The wheel has now turned full circle, as Sheffield's second tramway (South Yorkshire Supertram) was completed in 1995.

513 was purchased by Mr J Rothera of York, who stored it by the Middleton Railway in Leeds until September 1962, when it was moved to Cullingworth goods shed near Halifax. There it remained until 1973 when Mr Rothera presented it to the Castle Museum, York. No covered storage could be found at York, so after a period of outside storage it arrived at Beamish in 1976. During the 16 years of storage much damage was done. Many windows were broken and panels dented, the leather upholstery suffered and the mahogany mouldings stained by rain water. One of the controllers and some air pipework had been cut out and removed, the light fittings badly damaged and the air gauges destroyed. Restoration commenced in 1978 and the tram was fitted with a pair of Crompton-West CT/TJ controllers, entering service at Beamish in 1983. On 1 October 1984, 513 left for Blackpool where it operated on loan for 14 months, taking part with nine other preserved trams in the Blackpool Tramway Centenary celebrations in September 1985.

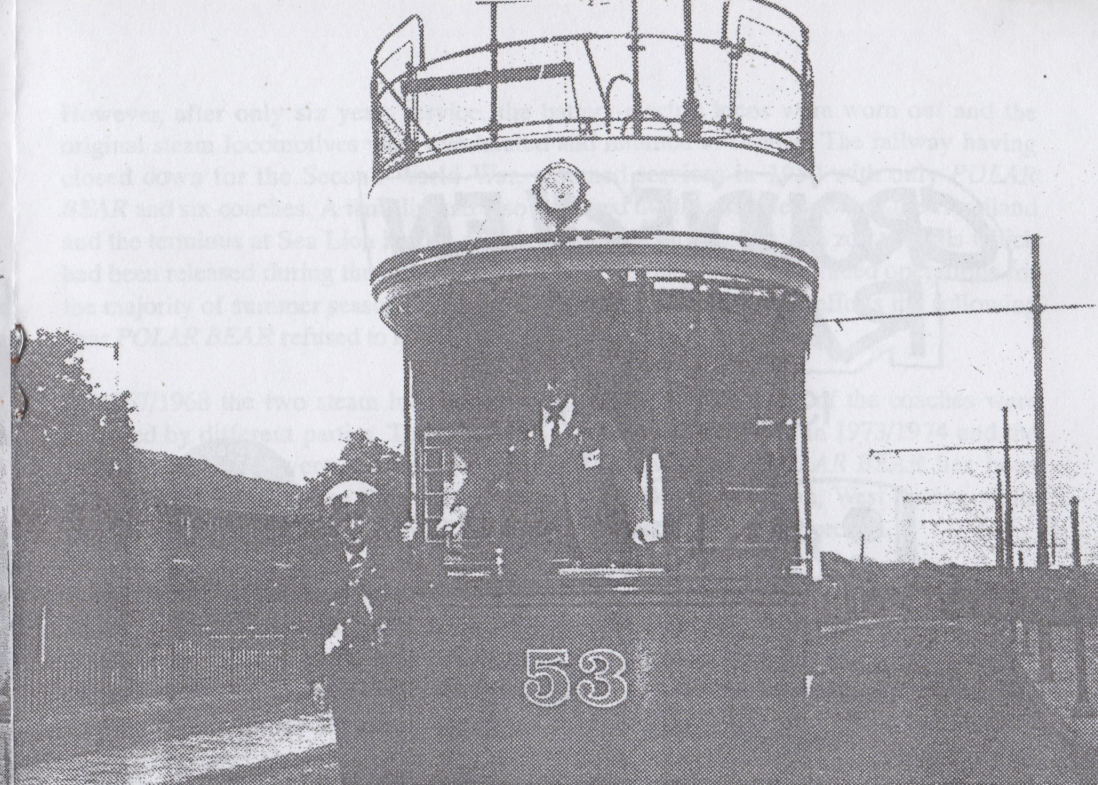


TRAM SUNDAY FLEETWOOD 1997

Photos: R. MacLean



53 ON DUTY THIS YEAR

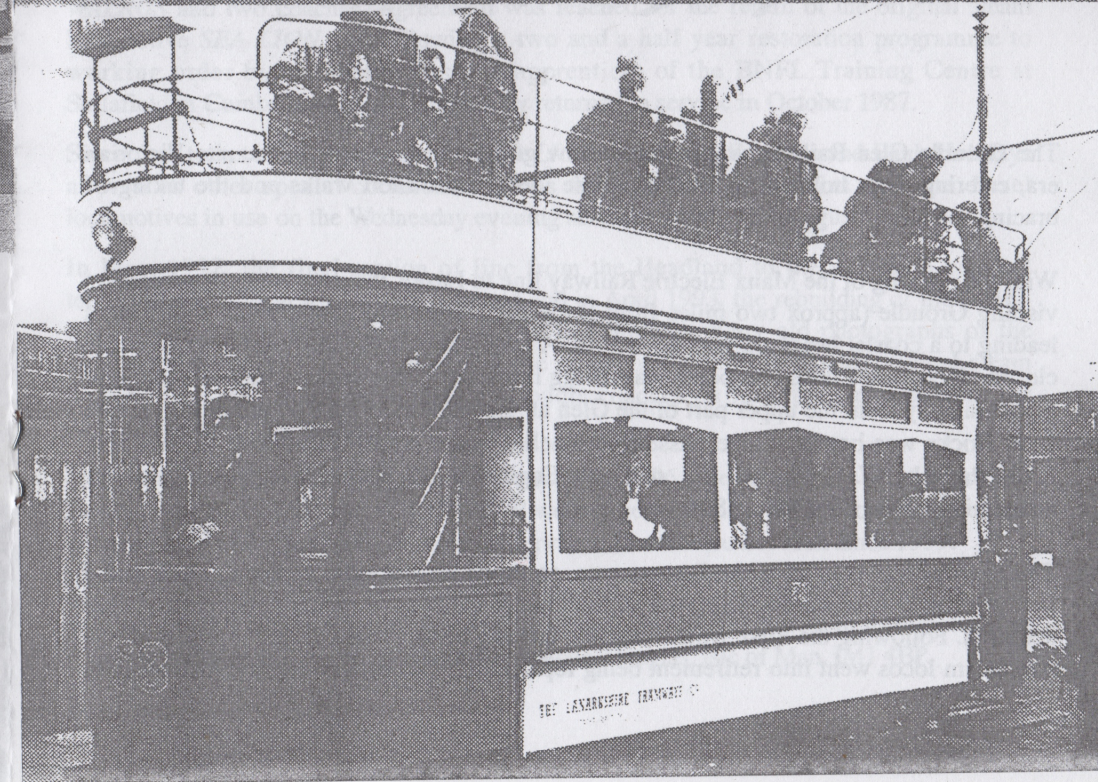


Top:
Motorman R. Armstrong at
the controls

Left: Motorman T. Caldwell

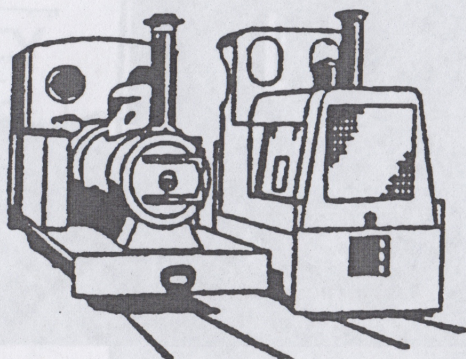
Top Right:
Motorman R. MacLean
Conductor: D. White

Bottom Right:
Motorman R. Loudon
Conductor A. Jamieson



GROUDLE GLEN RAILWAY

ISLE OF MAN



The Groudle Glen Railway was a true narrow gauge railway, built in the late Victorian era, catering for a holiday population whose ideals were short walks and the taking of bracing sea airs.

With the opening of the Manx Electric Railway line to Laxey, the ever increasing numbers visiting Groudle (approx two miles from Douglas) a Glen with rustic paths and bridges leading to a coastal headland was developed. A rocky inlet in the cliffs was dammed and closed off, with sea lions and polar bears being introduced. The construction of a two foot gauge railway from the upper part of the Glen at Lhen Coan to the Zoo attractions at Sea Lion Rocks was begun. Three passenger coaches and a steam locomotive named *SEA LION* (built by W. G. Bagnall Ltd. of Castle Engine Works, Stafford) arrived in time for an opening on the 23rd May, 1896.

The new railway was an immediate success, so much so that extra coaching stock and a further steam locomotive named *POLAR BEAR* (also of Bagnall's, Stafford) were acquired. Following the First World War (the railway being closed during this period) the two steam locos went into retirement being replaced by two battery-electric locomotives.

However, after only six years service, the battery-electric locos were worn out and the original steam locomotives were overhauled and returned to service. The railway having closed down for the Second World War, resumed services in 1950 with only *POLAR BEAR* and six coaches. A landslip had also rendered the line unsafe between the Headland and the terminus at Sea Lion Rocks, so this section did not reopen; the zoo animals which had been released during the War were not replaced. The railway continued operations for the majority of summer seasons up to 1962, but despite considerable efforts the following year *POLAR BEAR* refused to hold steam, the line closed.

In 1967/1968 the two steam locomotives and the remains of some of the coaches were acquired by different parties. The rails were taken up and scrapped in 1973/1974 and the railway buildings were eventually demolished. Since then, *POLAR BEAR* has been restored and today can be seen at the Amberley Chalk Pits Museum, West Sussex while the semi-derelict remains of *SEA LION* were until recently at Loughborough.

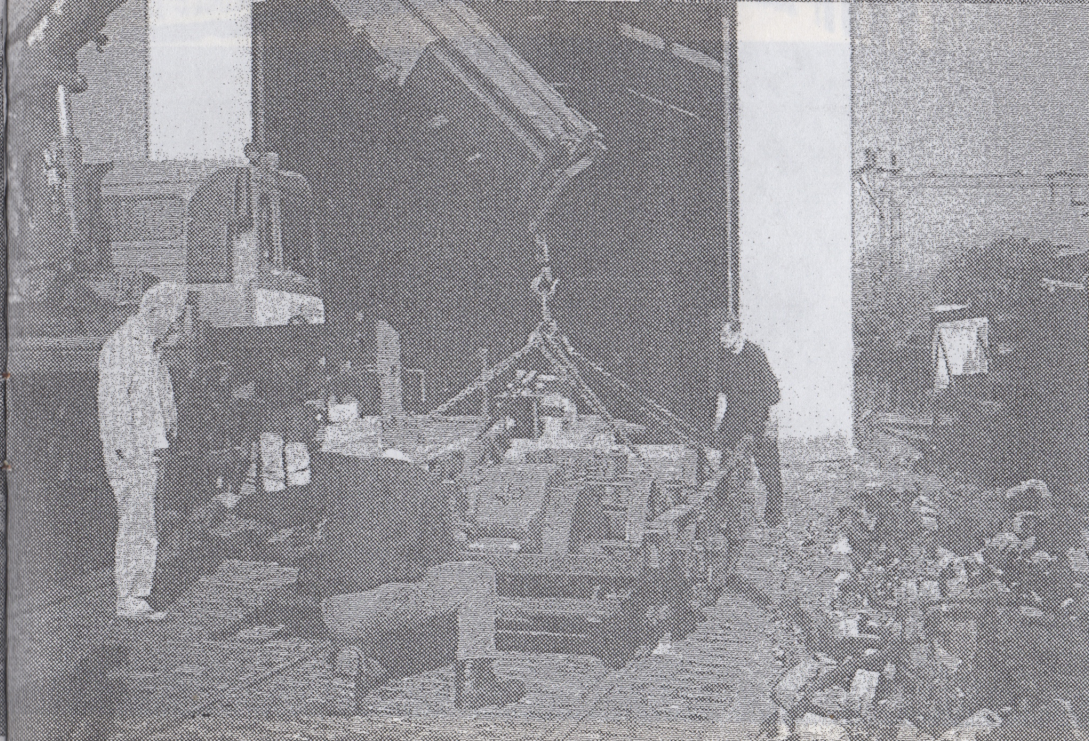
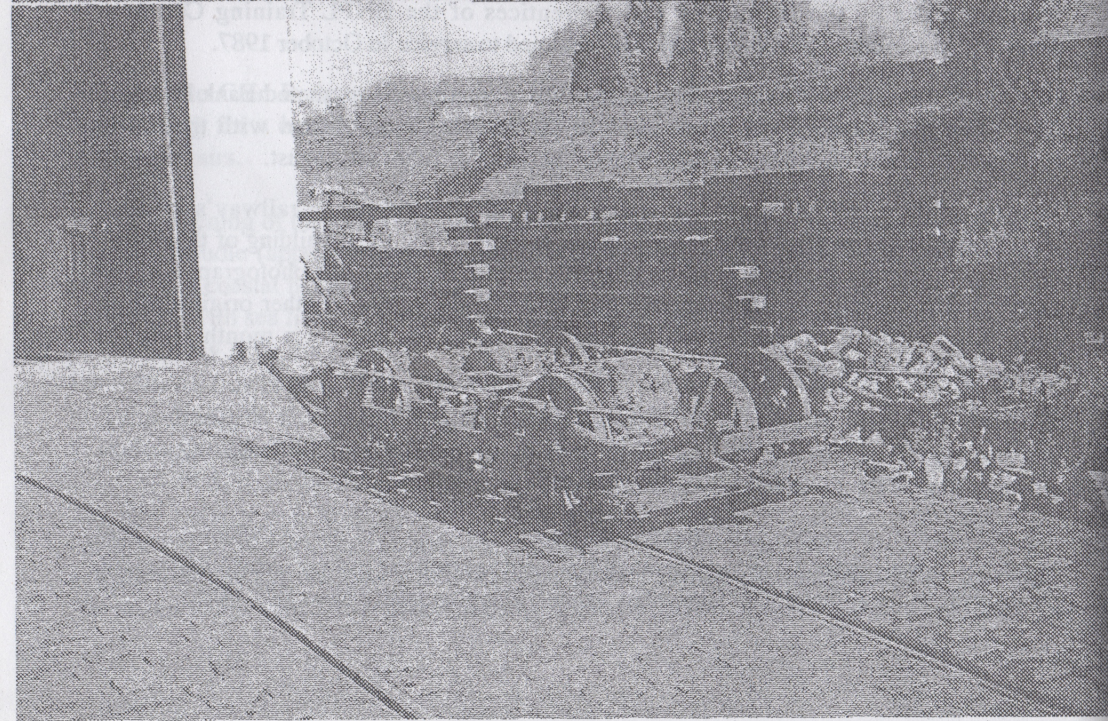
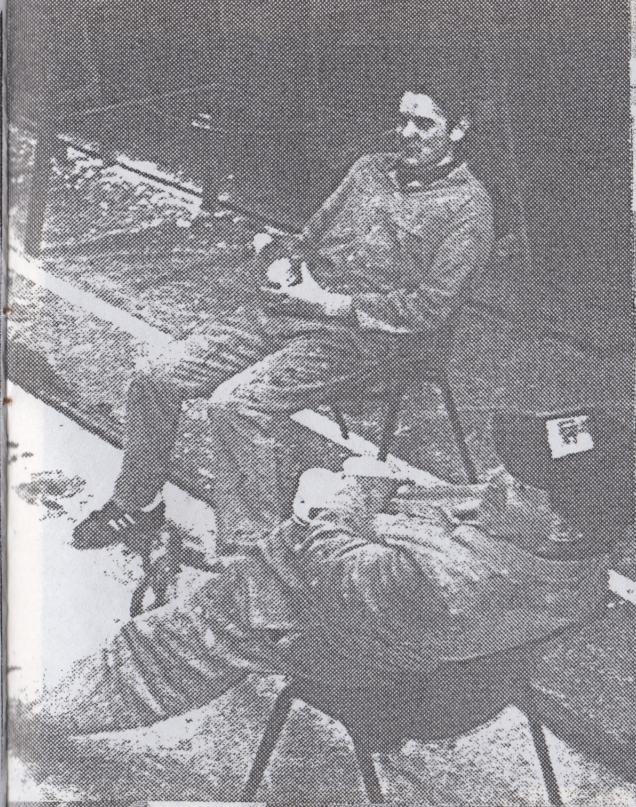
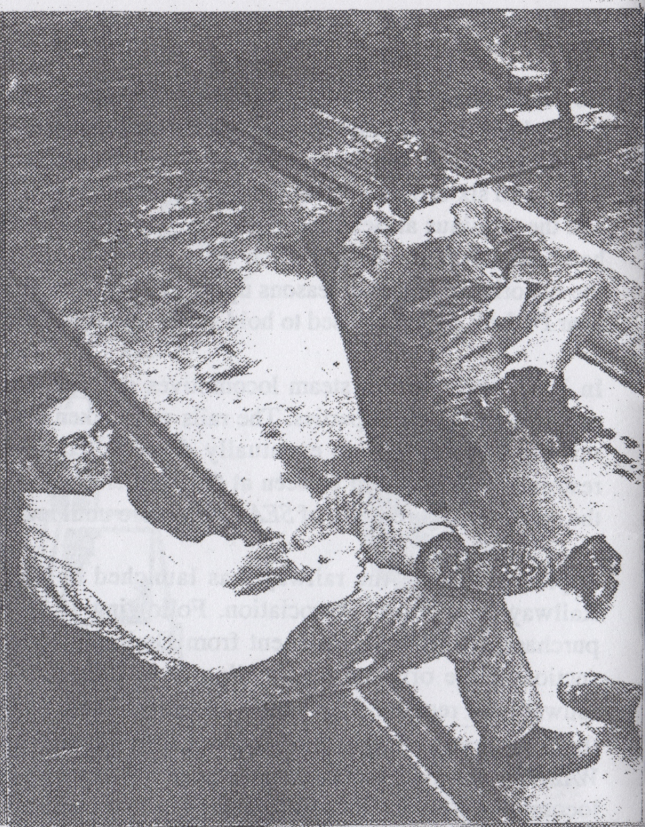
A plan to restore the railway was launched in May 1982 by the Isle of Man Steam Railway Supporters' Association. Following 18 months of clearing the site and with purchase of railway equipment from Dodington House, Chipping Sodbury in Avon, a section of the original railway line from Lhen Coan to the Headland was relaid. The railway was reopened for public passenger trains in May 1986 using diesel locomotives (built by Hunslet Engine Co. Ltd. of Leeds in 1952) appropriately named *DOLPHIN* and *WALRUS* and two coaches. Agreement was reached for the return of the original steam locomotive *SEA LION* and following a two and a half year restoration programme to working order by the Instructors and apprentices of the BNFL Training Centre at Sellafield in Cumbria, *SEA LION* officially returned to service in October 1987.

Since then trains have been hauled by *SEA LION* on summer Sundays and Bank Holidays as well as other special occasions such as the popular Santa Trains with the diesel locomotives in use on the Wednesday evening services in July and August.

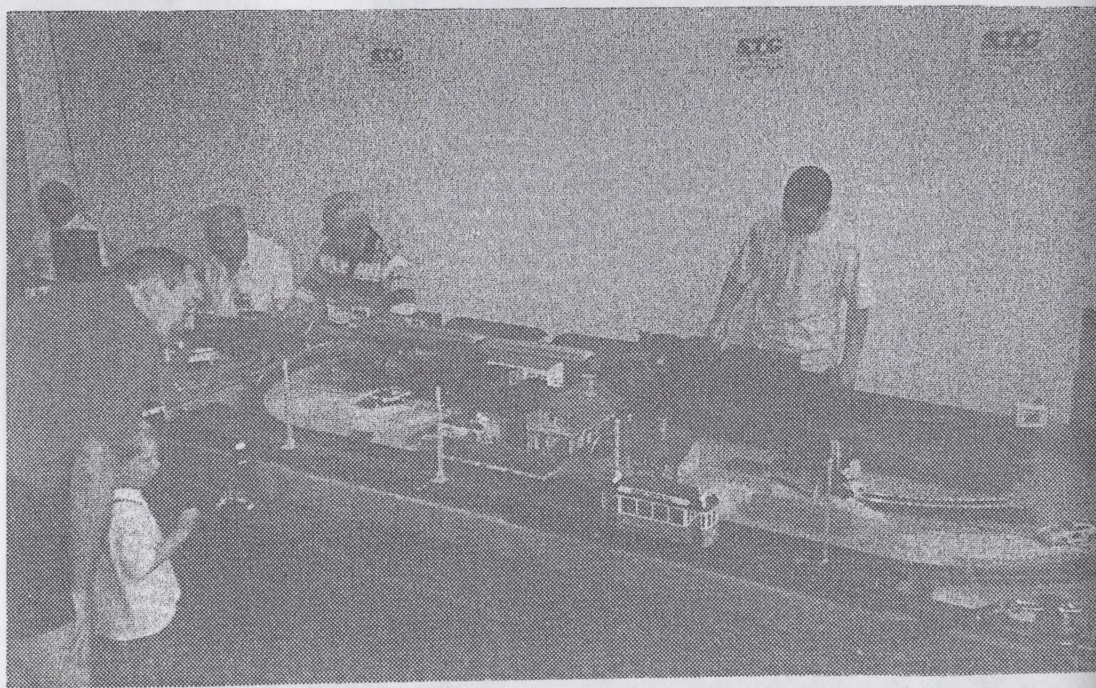
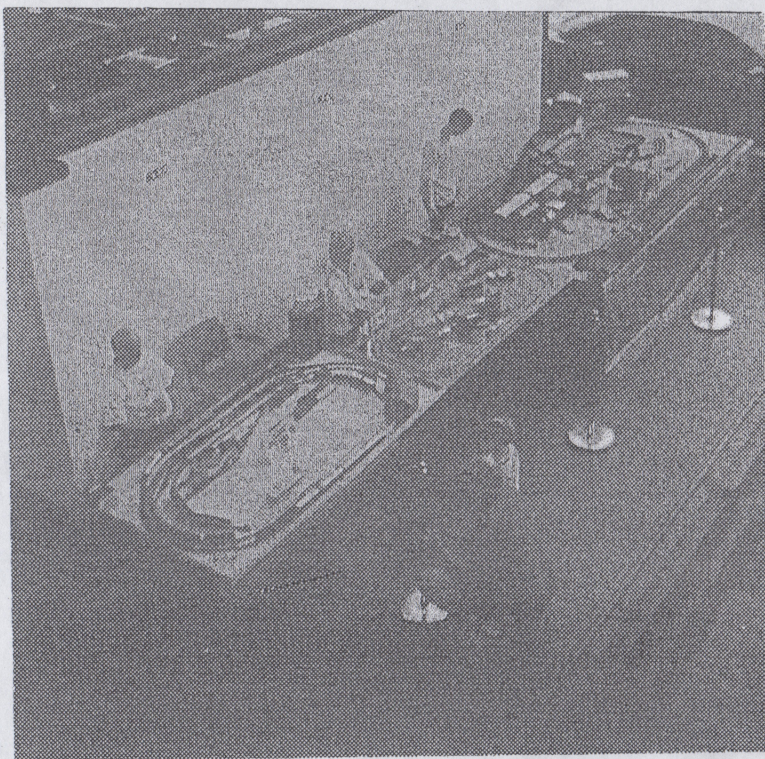
In May, 1992, the final section of line from the Headland to the railway's original terminus at Sea Lion Rocks was reopened and in April 1993, the rebuilding of the Swiss-type chalet canopy building at Lhen Coan (a feature in many old photographs of the railway) was completed. 1993 also saw the return of the railway's other original steam loco *POLAR BEAR* and three replica Groudle coaches on loan for a month from the Amberley Chalk Pits Museum.

With the railway celebrating its Centenary in 1996, the lines two original steam locomotives *SEA LION* and *POLAR BEAR* were in service and with the completion of the crossing loop at the headland, a two train service was a feature not seen since 1939.

All work in the restoration and operation of the railway is carried out by volunteers. Your assistance in this continued restoration would be most appreciated and for further information please write to the railway at 29 Hawarden Avenue, Douglas, Isle of Man, IM1 4BP.



The Model Group at the Steam and Model Weekend



1 0 1 7

Work has been progressing steadily on 1017 over the last few months.

The "inner" roof is now complete and has been painted and sealed. It is hoped work can start on the "outer" roof soon.

The canopy at No. 2 end is now finished, and it's hoped we can start painting soon.

The truck for 1017 will hopefully be fitted shortly after Christmas, as the motors are still to be tested; and Anniesland College are making some component parts.

DATES FOR YOUR DIARY

The October Meeting will be held on Monday 6th October and the speaker will be Mr Hugh McAuley, Scandinavia and Canada. Other meetings will be held on Monday 3rd November and Monday 1st December. All at Summerlee at 7.30 p.m.



104 years old and still in service – Isle of Man Electric Tram No. 1 at Laxey.