



Your Tramway needs YOU!

A Motor School will shortly start training members as Motormen and Conductors.

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If you are interested please contact
 Brian Longworth
 01236 782 488

TROLLEY

The newsletter of the Summerlee Transport Group

October 2001



Princess Anne controlling 53 under supervision of "Royal Instructor" Bob Sutherland (photo by Press Team, Coatbridge)

On the web at: www.summerlee.co.uk
 Email: summerleetg@hotmail.com

S.T.G

Summerlee Transport Group
(Charity number SC020158)

The Committee 2001

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

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

All Contributions to Trolley should be sent to:
Mr John Kennedy, 16 Battlefield Avenue, Langside, Glasgow,
G42 9HP.

All other correspondence to be sent to the secretary, Mr Brian Quinn, 22 Ratho Drive, Windsor Gate, Carrickstone, Cumbernauld G88 0GG.

If for another officer this will be forwarded to him.

Please do NOT send correspondence for Group officers to C/o Summerlee Heritage Park, Coatbridge

Welcome to the October 2001 edition of Trolley.

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Blackpool 722 derailed near the Central Pier

Editor's note

I am very pleased to announce that John Kennedy has been appointed assistant editor.

As always articles for trolley would be greatly appreciated no matter how short or long, you can write on any transport subject. So get writing today!

Group News

The Transport Group now has its own Internet site and email address, it is at www.summerlee.co.uk and our email is summerleetg@hotmail.com

Thanks goes to group Members Alan "Tramalan" Williams for purchasing the domain name, providing photos and for his help on constructing the site and to Albert Hill, Brian Longworth and Bob Sutherland for providing photographs for me to use on the site and for there help in constructing it.

If any member wishes to receive group news and their edition of trolley via the web, please contact me at summerleetg@hotmail.com

John Kennedy

Fund Raising

The special events this year have been very successful in attracting large numbers of visitors. The Group have taken advantage of these occasions to raise funds for tramway purposes by running various stalls and amusements.

A considerable amount of money was raised thanks to the efforts of all who have generously donated prizes for our "Trambola".

Thanks also to First Group and Deloitte & Touche who kindly donated a number of corporate branded items, which we were able to use as prizes.

George Broom, Sales Officer

Chairman's Remarks.

As is very often the case, the progress anticipated in the last edition of "Trolley" suffered a couple of setbacks, so it has not been as rapid as we would have liked.

However some good has come out of it and we hope to catch up shortly.

On the personnel side, David Rennie has had to ease up on his traffic duties and we hope he will soon be fully mobile again. We were pleased to have Mike Chalton and Bob Sutherland back from the sick list and that John Deegans has been able to staff the car on occasions when we have been short-handed. Bob is back training pupils at the Motor School and has the benefit of using his pupils on a Sunday, which has eased the pressure until he is completely fit. Mike has also made a good recovery but has decided that with such a long journey, he could avoid the stress and expense by taking on more work at his home and has now worked his notice.

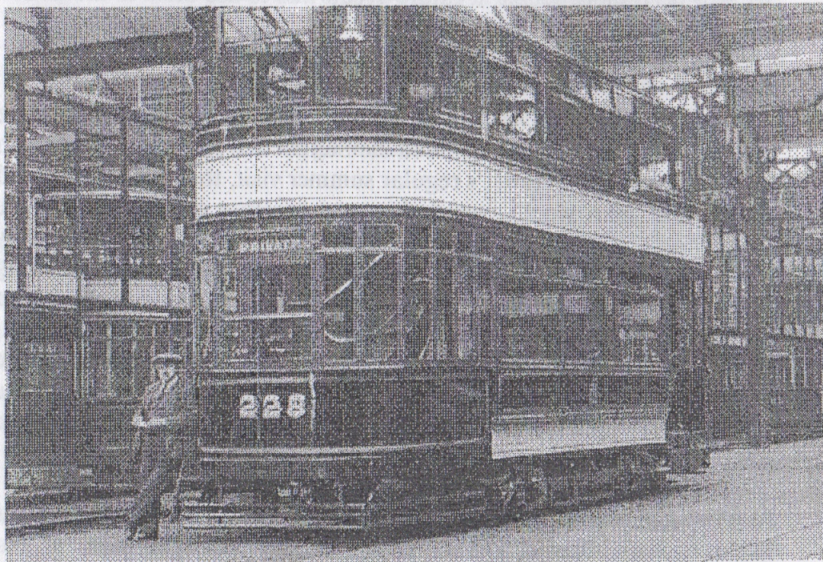
Mike did a lot of good work both as an employee and a volunteer and will be hard to replace. However, we have not lost him entirely as he intends to operate the cars as a volunteer when his other commitments permit. To show our gratitude, the Group took him and his wife Brenda to dinner and presented him with a bottle of whisky.

As one of our founder members, Bob Connor, had reached a landmark birthday at the same time, he was also presented with a framed photograph, including, but not as prominently as we or he would have liked, one of his favourite cars - no prizes for guessing which type! It was thanks to Bob's contacts that he was asked if he could get sufficient enthusiasts together to operate 9062 at the official opening of the Park, which eventually led to the formation of the Group. He was also given honorary life membership of the Group.

I was asked to arrange a crew for 53 and to be at Summerlee on 11th September to meet an important visitor. It eventually emerged that it was to be the Princess Royal. It was intended that Mike would be on duty in the Depot and Bob Sutherland was the obvious choice as Motorman. With Andy being on holiday, it was decided Brian Quinn would conduct as he would be on the spot should any defects occur. Plans changed from day to day, and it was the intension to use 392 as an alternative to 53 or in addition, so Mike and Paul Geissler were allocated to this but in the event were not required.



Blackpool Transport's recovery vehicle, towing 722 back to Rigby Road Depot



"Alias" 228 in Shrubhill depot in late 1930's condition. 226 would have been in the same condition when withdrawn in 1937. 228 continued in service until withdrawn in May 1947

Visit by H.R.H. The Princess Royal Tuesday, 11th September 2001

By Bob Sutherland

It was with considerable surprise, and no little pleasure, that I found that the Group had decided to ask me to take the controls of car 53 for the Princess's short journey from the cottages to the main hall. However, I got approval for the notion that I should offer the handles to Her Royal Highness, of course entirely at her discretion whether she would accept or not.

As I donned my uniform for the day (in common with other senior members of the Group) the thought occurred to me that at that moment, the Great and the Good were struggling into new suits, or at least their Sunday Best, whilst I am putting on certainly the oldest things in my wardrobe! (Carefully sponged and pressed, of course).

My official conductor for the day was Brian Quinn accompanied by Mike Chalton and Paul Geissler ready to crew an alternative vehicle to the open-topper should the weather turn inclement. All looking very smart in their uniforms and braided peak hats.

I formally welcomed H.R.H. Princess Anne aboard the car and suggesting she may be glad of a seat for a few minutes: I replied to her questions concerning the car and showed her a reproduced newspaper photograph of King George VI, when as Duke of York, he drove a Glasgow Standard car in 1924. I asked if she would consider emulating him after some familiarisation with the controls. I did point out that the Duke had a car with a windscreen, level and straight track while I was offering none of these luxuries!

After a few minutes of explanation from me, the Princess agreed to take control and off we went. I have had other "learners" less willing or less able, to accept instruction than this one and tricky obstacles of a rising gradient on a curve, the slight "kink" onto the bridge, were all dealt with without any tendency to "ride between controller points" and without any sense of rising anxiety on my part. The princess's slight build did call for me to throw some

weight behind the final brake application at the point where she was supposed to alight and so we overshot the target by slightly less than a car length – well done Ma'am!

After passing comment that 53 is far more responsive than any other electric vehicle she had driven, and accepting a specially printed and enlarged version of the Groups "Tram Riding Certificate" the Princess left the car to continue her tour of the Museum.

Mr Mark Gibson of Press Team, a News and Picture Agency, said he was certain that pictures of the Princess actually driving the Tramcar would be sure to make two of the next day's National Papers. Sadly it was not to be – whilst attending members of the Group were at a belated lunch in a local Hotel, my wife Pat phoned to tell of the unfolding tragedy in the U.S.A., events which were to dominate the press for days and indeed weeks ahead.

I would like to thank the Group for the honour they gave me and an opportunity to meet with a most charming lady and also for the little keepsake of the event – an S.T.G. badge (similar to the crew badges) but with the legend "ROYAL INSTRUCTOR".

The Transport Group are looking for volunteer's to man our stall at the Model Rail Scotland 2002 exhibition at the S.E.C.C on Friday 22nd of February from 11am to 7 pm, Saturday 23rd from 10am to 6pm and on Sunday the 24th from 10am to 5pm.

If you can spare a few hours on any of these days please contact Brian Longworth on 01236 782488

MEMBER'S NIGHT

By Douglas Boyle

August was a disappointing month for those wishing to participate in outdoor activities so it was a pleasant surprise to find a lovely summer evening on Thursday 23 August this year. Just before 7 p.m. number 53 trundled out of the depot and made a couple of return runs to the main gate. Members of the motor school, who had arrived on time, seized the opportunity of hands on experience under the guidance of a senior motorman. It was then held at the end of the line while Düsseldorf 392 was brought out. The members who had made an early arrival quickly transferred from 53 onto the new car for their first viewing and journey on the Group's own acquisition. Judging by the comments everyone was very proud of 392, of the small band of members who were responsible for bringing it to Summerlee, modifying the interior, and of their dedication in fitting it out with the disabled access equipment.

Well after 7 p.m. when the number of members visiting had increased considerably Brussels 9062 rolled out of the depot, under control of the trainee motormen and the guidance of Tommy Caldwell (switching his crowd control role to instructor for the evening). Despite the trainee motormen, 9062 was patronised by the visiting members as much as the other two cars. The exchange of single line token at each terminus involved a longer walk than normal because of the 3-car line up. However the time was not wasted as people transferred from car to car to experience the differences of travel of the entire operational fleet.

At 7.30 p.m., armed with the number of those on site, the catering crew set off to the Supermarket for barbecue supplies. They had to purchase not only the grub, but a barbecue unit as well. The one available was a peculiar pot-bellied shape and proved awkward to assemble and even more difficult to figure out its operational method. The old

trick of referring to the instructions after all else had failed was impractical. I understand there were no instructions. Frustration rose in the catering camp and these were further aggravated when they realised, in their isolated picnic table corner near the cottages, that they had not seen the cars for over 30 minutes. A young member was despatched in haste in the thought that a car had be de-railed. No such drama! All three cars had halted at the museum and a detailed study of 1017 was in progress. Members were impressed with the progress and one by one took a stance behind the controllers.

The barbecue coals were embarrassingly slow to heat up. Later it was found to be a misuse of the unit with the coals placed in the wrong position. Primus stove and frying pan to the rescue and we all tucked into rolls and link sausages. Heaps of crisps, cans of light drinks and chocolate biscuits stimulated many a discussion between the regular Thursday night crew and the very welcome visiting members. For the visitors of all ages, spanning 7 to 70 the night passed quickly and was a pleasant way to occupy a few hours. There is no doubt the enthusiasm for the Summerlee Tramway has not waned.

WELCOME TO NEW MOTORMEN

DOUGLAS BOYLE

GEORGE MURRAY

JAMES RIDDELL

**CONGRATULATIONS TO ALL OF YOU ON
PASSING YOUR TESTS.**

The Christchurch Tourist Tram

By Paul Geissler

Christchurch, with a population of about 240,000, is the main city of the south island of New Zealand. Founded in 1850, it is a very "English" city with the Christchurch Cathedral at its centre. There is a Leicester St, a Worcester Boulevard and a Durham St, amongst others, and the river is the Avon, on which there is punting.

Christchurch once a very extensive tramway system, which was electrified in 1905, with a fleet of 4 wheel and bogie cars, built either in the USA or locally. Many of its routes made extensive of trailers. Final closure of the system occurred in 1954, but fortunately several of the cars survived.

With tourism becoming an important part of the New Zealand economy it seemed that a tourist tramway would be a great attraction. The line would take in some of the most interesting historic sites, passing the Cathedral, the old university, the botanical gardens, Victoria Square and of course, the River Avon. 1995 saw the successful return of trams to the city streets, running on a 2.5 Km loop around central Christchurch. Selected cars were restored, and others obtained for special purposes.

Two cars, Nos. 11 and 178, run regularly. No 11 is an ex-Dunedin "Box Car" built in the USA by the firm of John Stephenson Co. it was one of the older cars in the fleet, built in 1902. It has been beautifully restored and is mounted on a Brill 21e truck with ostensibly GEC controllers, although they also carry Metropolitan Vickers plates. On questioning the motorman I was told they are "mage up from a mixture of parts". It is a hand braked car but in service it was observed to be driven using only the electric brake.

No. 178 is one of the so-called PC cars, built in 1921 by Boon & Co of Christchurch. It is a Bogie single saloon car with four motors and, fitted with Pneumatically Controlled Automatic Acceleration and is in the original green and cream livery of

Tenders

HOBART CITY COUNCIL

EXPRESSION OF INTEREST

Reference No. 1040 EOI

TRAM RESTORATION PROJECT

A. Brill 21E Tramcar Truck B. DC Traction Motors

Expressions of interest are invited for either or both of the following two related projects:

a) manufacture, assemble and supply one Brill 21E tramcar truck with a wheelbase of 2286 mm and suitable for operation on a 1067 mm gauge track. The truck is to replicate, as close as possible, an original Brill 21E truck that was part of Hobart Tram No-39, the body of which has been restored to original condition. The truck is to include wheels, axles and other fitted components including brake rigging and will also include the fitting of two reconditioned tram motors.

b) refurbish four DC traction motors type GE-59. These motors were formally used in electric tramway service and were taken out of service due to mechanical wear and tear. It is intended to incorporate the refurbished motors in a Brill 21E tramcar truck.

Submissions will be received at the Customer Services area, Hobart Council Centre, 16 Elizabeth Street, Hobart; up until 3:00 p.m. Thursday 21 June 2001.

Submissions shall be clearly labelled and shall either be deposited in the tender box in the Customer Services area or be received through the post prior to the above closing time. Failure by the Respondent to comply with the above instructions will result in the submission being rejected.

Documents are available from the Customer Services area, Hobart Council Centre - 16 Elizabeth Street, Hobart, or by contacting Belinda Ryan, on (03) 62382911 or by email at ryanb@mailnet.hcc.tas.gov.au.



HOBART
CITY COUNCIL

V. B. Armstrong
GENERAL MANAGER

www.hobartcity.com.au

Advertisement in the "Australian", 6th June 2001.
Hobart, the capital of Tasmania, is planning a tourist tramway.

Graz 225 — The work continues!

By George Broom

A few years ago the Graz car was taken out of service due to electrical problems. Difficulties were encountered separating the body from the truck resulting in damage to both platform floors. It was also evident that some of the secondary timbers holding the side body panels had disintegrated.

The initial priority was removal of the motors which were sent for rewinding, the truck was stripped down, overhauled, repainted and assembled with renovated motors under the guidance of Brian Quinn.

Some work was also carried out on the car body at this time; the removal of one side of side panels and removal of all the platform steps. The intention being a complete strip down and rebuild.

Workshop priorities however changed with the acquisition by the group of Düsseldorf 392 and the funding becoming available for the completion of Glasgow 1017. This left Graz the Cinderella of the fleet. It also became obvious that once 1017 became available that one car may have to endure outside storage.

With most of the workshop effort going on the above cars Ronnie MacLean and myself decided the only way forward would be to reassemble the Graz car as best we could with assistance from other members when they became available.

The first job was the repair of the platform floors. This was achieved by removing the damaged timbers and replacing them with new 1" flooring cut and planed to the correct profile to match the existing flooring. John Kennedy and myself manufactured these. Jim Wilson then relayed the

platform wearing strips on No.2 end, As access is still required to the cable tray on the No. 1 end platform the platform wear strips have not been reinstated.

The next job was the reassembly and fitting of the platform steps. This was fairly straightforward once the jigsaw of parts were identified and matched to the appropriate corner.

Attention was then given to replacing the rotten lower side timbers. As hardwood was unavailable we obtained an off cut of pressure treated wood which was cut to shape and retreated with preservative before fitting. The No.2 end main pillar was found to have an area of rot; this was removed and replaced with an off cut of hardwood used on 1017. All exposed timbers were then cleaned and painted.

Before the panelling could be reinstated attention was given to the removal of screw stumps. (When the panelling was initially removed most of the screws holding them in position were drilled out as it was found impossible to turn them even with an impact screwdriver.) Mastic was applied to the panels as they were fitted to the bodywork. The main fixing strips were then re drilled for new screws, as many of the original screws could not be removed. A backing of mastic was also applied to prevent the ingress of water.

Work is now progressing filling holes with plastic padding and fibreglass; an initial undercoat has been applied with kniving compound being applied to cover damaged paint areas.

As mentioned above the work has been a team effort with people helping when they have been available, whom Ronnie and I would like to thank.

Blackpool Tram Derailment

By Alan Hall

While I was on holiday in Blackpool from Friday the 6th July till Monday the 16th, I heard on the local radio station on Tuesday night that a tramcar had derailed near to the Central Pier, Blocking the northbound roadway and southbound tramway. I listened to the breakfast show on the radio the following morning, at 7am they announced that the tram was still blocking the roadway and tramway, I therefore decided that I would get up and have an early breakfast, after which I headed along to the scene with both my still and video cameras to see what I could see.

When I arrived at the scene I saw Tram 722, the Pontins liveried tram, completely off the rails. I took some photos of the car then I took some video. The reason for the tram coming off the rails was there had been quite a storm on the Tuesday night; as a result it had blown sand onto the rails.

The Motorman of 627 on the Tuesday night reported when he got back to the Depot that sand had started to build up at Bispham tram stop, something that has never happened previously. This was due to extremely high winds, up to 50 mph. This also caused sand to build up at least a foot deep on the promenade, near the Centre pier. The motorman of 722 saw the sand, and was unaware of its depth, he decided to put he car on full power to get through the sand, and as a result the car derailed Due to this happening at night, after midnight, luckily the roadway was quiet, and no one was injured.

I was not the only one there with my video camera, the man who takes the Blackpool tram video magazine was there, and the Granada North Tonight news camera team were there to cover it for the 6pm news. I took a shot of the cameraman setting up; he then turned the tables on me, by filming me videoing the derailed tram. I saw a very good close up shot of myself on the news that night.

Once they allowed some trams through on the northbound track the overhead section at the scene of the derailment was turned off

and the line closed to allow work to commence on the recovery of the car.

The leading bogie had been ripped off in the derailment. The king pin which holds the body to the truck had sheared. The lighting department had to take down the illuminations so the bent traction pole could be removed, to allow the tramway gang to work on recovering the tram.

The way the team handled the recovery was most impressive. The car was jacked up to allow removal of the detached bogie, then they used one of their own bus recovery vehicles to slowly manoeuvre the car back on to the tram reservation, and thus on to the rails. The car was then given a suspended tow back to the depot by the bus recovery vehicle; the detached bogie was then towed back to the depot by the road rail vehicle. It took all morning, till 2pm to clear the damaged tram.

I did ask the tramway's manager if 722 would end up being scrapped, he replied, no, I also asked if it would end up being rebuilt like 707/709, he then said that if the tram was not too badly damaged it would be repaired and in a few weeks time, put back into public service.

Welcome to new Members

Mr R. G. Shanks of Falkirk

Mr W. Aitkin of Edinburgh

Mr J. Cordner of Straven

Miss A. Cordner of Chapplehall

A very warm welcome to you all

Edinburgh 226 Alias 228

By George P Murray

This story follows the theme of the "one that got away" or at least that of "survival against the odds". It concerns one of Edinburgh's former cable tramcars which survived in remarkably good condition as a holiday caravan until it was retrieved for more permanent preservation in December 1987. As regards the title of this article, for years some enthusiasts thought that the fleet number shining through the many preserving coats of green paint applied by the proud owners was that of sister car 228 but this was later disproved when paint removal was carried out. Such mistaken identity is not unusual with Edinburgh trams due to the heavily shaded stylised Edinburgh fleet numbers which even make identifying cars in old photographs at times uncertain.

Before launching into details of 226 herself, it may be prudent to give a brief history of the Edinburgh system. Edinburgh introduced horse trams in 1871 initially running from Haymarket to Bernard Street in Leith. (Leith was an independent Royal Burgh until 1920.) The horse trams were soon extended to most parts of the city including a long route to Portobello opened in 1875. The exceptions to this coverage of the city were the very steep streets to the north of the New Town namely Hanover Street and Frederick Street. These routes involved gradients of about 1 in 11 where they passed through Queen Street Gardens and were considered too dangerous for horse trams, no doubt for the potential problems posed in both directions. Thus Goldenacre, Inverleith, Canonmills, Stockbridge and Comely Bank were served by relatively small horse buses some of which required 5 horses on occasion.

A solution to the gradient problem was seen in A S Haliday's cable car invention introduced in San Francisco and brought to Britain by an assistant in 1884. The first cable car route opened 1888 between Hanover Street and Goldenacre followed two years later by the Frederick Street to Comely Bank service. A power station and depot was provided between these routes in Henderson Row with single track connections. These services were very successful and operated in the same simple fashion as the original routes in San Francisco, ie a basic A to B service with

minimal junctions, each route operating as an independent entity. It should be noted that the promoters were keen to extend the cable service from Goldenacre to Leith but the Town Council of that Burgh refused to have cable operation within their jurisdiction.

This sets the scene for the Edinburgh Council's decision in 1896 to go ahead with converting the rest of the horse tram system to cable operation. One of their abiding considerations was that they did not want overhead wires along Princes Street and they concluded rightly that electrical stud contact systems were unreliable. This fateful decision led to the construction of the largest cable tram system in Europe and probably the 4th largest in the world, eventually totalling nearly 26 route miles. Naturally this installation was no longer based on the simple individual route concept and the system incorporated many junctions with the inevitable complex arrangements for the cable at such points. The capital cost was well in excess of a normal overhead wire electric tram installation but in fairness to the cable cars they turned in very competitive costs per car mile when the system was new. A new company, The Edinburgh and District Tramways Company, was constituted to construct and operate the enlarged system, taking over the original two cable routes of the Edinburgh Northern Tramways and all the horse tramways of the Edinburgh Street Tramways Company except those within Leith. Once again the Burgh of Leith would have no truck with the cable system and they converted to traditional electric cars in 1905 as a municipal undertaking.

The First World War with the resultant lack of skilled staff both for maintenance and for driving led to a fairly rapid loss of reliability in the system. Cable breakdowns of course resulted in whole routes being out of action for hours at a time leading to much criticism from the long suffering passengers. The eventual conclusion was to replace cable traction with conventional overhead electric trams as soon as practical, even accepting overhead would have to be installed along the famous Princes Street! The last cable cars ran on the Joppa line in June 1923 with no farewell ceremony. Edinburgh Corporation meantime had taken over the system when the company's lease expired in 1919 and also acquired the efficient Leith tram system with the amalgamation of the Burghs in 1920

This almost brings us to the history of 226. A few horse cars were rebuilt for cable traction but the majority of the fleet for the enlarged cable system were of new construction by outside builders. The largest order was for 120 cars from Brown Marshall of Birmingham with a further 25 ordered from G F Milnes. All these cars were delivered by 1901 and were all open top double deckers seating 20 below and 28 on top. The saloons were three window pattern, only some having a type of quarter light whilst all had an unusual broad board feature above the windows to the saloon roof level which was hidden on the inside by a large radius cove. These cars were allocated fleet numbers in a rather haphazard way with the highest number being 208.

There was a need for further cars and 20 were then obtained from Dick Kerr of Preston and delivered in 1903 and numbered as sequential batch 209 to 228. These cars had three light saloons with quarter lights for ventilation and open top decks. As regards bodywork, unlike the first two batches of cars, they more closely resembled electric cars of the era with the lower saloons being very similar in appearance to 1017 as supplied to Paisley. The top decks were however notched round the staircases and when top covers were fitted to this class of car in 1907, the stairs remained open with only a partial balcony roof. The company also constructed some very similar cars at their Shrubhill works which was a precursor to the large number of electric cars built there later by the Corporation. Being the most modern and being all top covered these Dick Kerr and Shrubhill cars were in use on the cable system up to the end. Thus 226 was not converted to electric traction until December 1923. The whole class were rebuilt with new improved top decks supplied by a local Edinburgh firm McHardy and Elliot. These tops were of 4 window design with quarter lights and open balconies of normal pattern. However they were longer than the lower deck by about 450mm and the main corner posts were situated over the platforms. All 8 upper deck windows were of full drop pattern which when fully lowered rendered the whole top deck very well ventilated indeed!

Although all the cable cars were mounted on bogies, when they were converted to electric traction, after some experimentation it was decided to adopt 4 wheel trucks as the standard. 226 along

with the rest of the class were originally given trucks with air track brakes for the steep Hanover Street, Mound and Frederick Street services which were not electrified until 1923/4 having had a replacement bus services for a lengthy period since these mainly old Northern cable routes had been closed. Motormen on these hilly routes were initially paid a half pence extra per hour for their additional skill! It should be noted that air wheel braking was not introduced till later and 226 received Maley and Taunton equipment around 1930 and in June 1932 she also had vestibule screens fitted to the balconies making her very similar in general appearance to the fully enclosed standard wooden cars built at Shrubhill works. 226 was based most of her electric days at Tollcross depot which stabled the cars on the aforementioned steep routes now given the service numbers 23 and 24. The former service was Bruntsfield (later Morningside Station) to Granton Road Station via the Mound, Hanover Street and Goldenacre, whilst the latter was Waverley to Comely Bank via Frederick Street and Stockbridge.

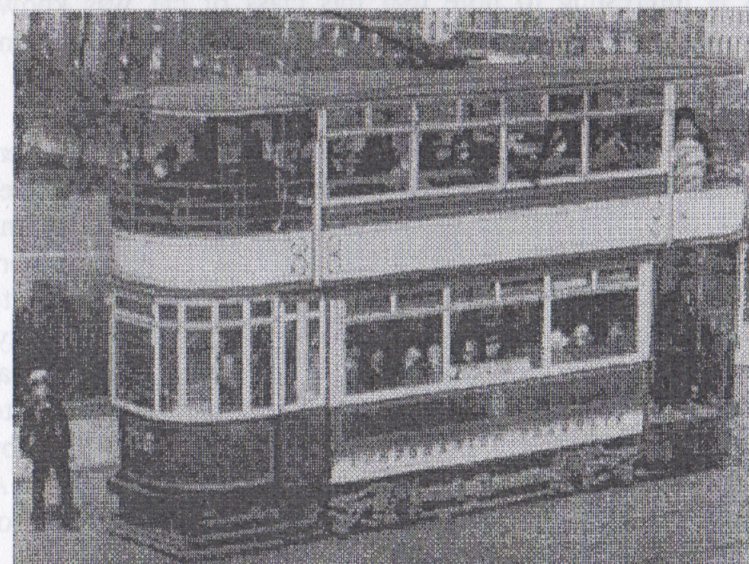
Some of the former cable cars lasted only a few months as electric cars before being scrapped or converted into works cars. However the Dick Kerr class cars lasted at least to the late 1930's and most into the 1940's with several including 228 not being withdrawn till 1947. Had the tram enthusiasts mentioned at the beginning of this article studied the withdrawal dates more closely they could have ruled out 228 from consideration very soon! 226 was withdrawn in April 1938 and the complete body was purchased by an Edinburgh family for use as a holiday home in the small Berwickshire village of Hume which is not far from Kelso. The village is also notable for the large but fake battlements of Hume Castle built as a folly using the labour of Napoleonic prisoners of war. The tram was sited at a corner of the road opposite the castle. There were quite a number of former trams used as holiday retreats in the borders but most were single decks - often top decks, so the sight of a double deck and obviously ex Edinburgh tram in an apple green and white livery in such a rural setting was quite unforgettable. Three generations of the same family used 226 for weekends and holidays until they were persuaded to part with it in the interests of it's restoration to working order as an electric car.

The body was transported to Edinburgh's Central Bus Garage in 1987, where under the direction of Neil Mackenzie it was stripped down to the frames and component parts. It was fascinating to see the remains of two differing body stay wiring within the rocker panels; the earlier reinforcing in the form of a shallow "V" as the body was in effect acting as a bridge between the widely spaced bogie centres in cable days; the later staying in the form of an inverted "V" to prevent "bowing" of the body on a four wheel truck. The basic bodywork was in remarkably good condition as the owners had been careful to keep the car well painted. Only the metal frames at ground level had suffered and these are relatively easy to fabricate from new. Restoration was proceeding when the senior management of the Regional Bus Company decided that 226 was in the way and the complete kit of parts was removed to secure storage elsewhere in the City. Running gear of a suitable pattern had meantime been acquired from Portugal and this equipment is in storage at Summerlee. The only other Edinburgh car that survived is Shrubhill domed roof standard car 35 which is presently stored by the National Tramway Museum but is owned by the City of Edinburgh Council. 226 on the other hand was acquired during the Regional regime and is owned by Lothian Regional Buses PLC thus these two cars are legally vested with different owners.

As far as can be ascertained no photographs exist of 226 in cable or electric days but there are a number of views of sister cars which give a good impression of what she would have looked like. I would be delighted if this very interesting tram could be restored and run here at Summerlee in open balcony condition. On busy special weekends when 53 is full to capacity on the open top deck, I am sure the public would be very pleased to take the option of riding on 226 with her open balconies and all the upper deck windows fully open.



Car 210 shows the typical appearance of the 20 Dick Kerr cable cars after 1907 when top covers were fitted. Note the half balcony effect left by the open stair design.



Dick Kerr car 215 in newly electrified open balcony condition pictured on the Mound. Note the narrow front exit under the stairs which was a feature of all the ex cable cars and all new construction electric cars but soon abandoned

53'S HISTORY

By John Kennedy

Car no. 53 was built in 1908 by the United Electric Car Co. Ltd of Preston. It was the last of a batch of seven cars numbered 47-53. She was built, and stayed an open topper all her life.

The livery was green and ivory lined out in gold but later the gold lining gave way to black. She was in a severe accident with car no. 36 in 1917 and after this was stored out of use at the back of the depot off her truck and partially dismantled. She became a source of spares for other cars in the fleet. 53 was rebuilt in 1921 from "C" type to "M" type receiving Tudor arch windows and a modified underframe.

It is interesting to note that this class of car was known among staff as the "Dreadnoughts" due to them being heavier than the standard Brush cars in the fleet.

The Lanarkshire system closed in 1931 and the cars were put up for sale, 53 was sold to a farmer in Beith to be used as a store, minus truck, electrical equipment, top deck and platforms. She stayed there for around half a century before being rescued by the Summerlee Heritage Trust and taken to the premises of the Scottish Railway Preservation Society, Bo' ness, much of the lower deck was restored there, the car was then brought to Summerlee to be fully restored to operational condition, with work being carried out first by Summerlee staff then by Transport Group volunteers. A truck and electrical equipment was acquired from Oporto, Portugal.

53 was launched on the 1st of April 1995

Model Tram Kit Reviews

Tramalan have done it again! Tramalan have previously, and still do produce many model kits of Glasgow trams in 4mm scale. Previous models have been Kilmarnock bogie*, 1100*, sand and sett car, Mk II coronation "Cunarder" and a conversion kit for an ex-Paisley standard and now they have introduced kits for our very own 1017 and S.I.T.A's 1016!!

The kit of 1017 is suitable to be built, after minor adjustments, as it is at Summerlee or as it was at time of withdrawal from the Glasgow fleet in 1960. The 1016 kit can be built as any of the ex-Paisley Clydebank - Duntocher Single deck cars.

The kits are part of the Millennium range of kits, which are supplied with components to build the cars as static models. They can also be easily motorised with a BEC 24mm chassis. Each kit is priced at £24.99. For more information and photos visit www.tramalan.co.uk

(* = Kit unfortunately not available at present)



Ready for the Steam Fair! Car 53 with (from left to right) Jim Wilson, Jim Riddell and John Kennedy. (The photo was taken at 9.30 am, this explains the lack of passengers!)

BOOK REVIEWS

The twilight years of the Edinburgh Tram

By Alan W. Brochie

(Published by Adam Gordon, £25 A4 soft back)

This book is up to Alan's usual high standards and covers the years from 1952 when Edinburgh's first tram route (the 24) disappeared to 1956, when on the 16th of November the last cars ran on the 23 and the 28.

Reproduced in the book are many artefacts including an invitation to the last car procession from Braids to Shrubhill depot.

Most of the photos are reproduced in full colour with only a few being in black and white, and of course all the photos are very informatively captioned, showing the Authors vast knowledge for both the City and its tramcars.

The Highlights of Blackpool's Trams

By Steve Palmer

(Published by the author, £13.99 hard back £9.99 soft back)

Yet another brilliant book from Steve Palmer!

This volume takes a look at the Marton route in 1901 then progresses to post-war developments and then details the closure of the route in 1962.

The book moves on to tell the story of the Blackpool cars Preserved in the U.K and in America. It also tells the story of the exchange of "Boat" 606 for Standard 147.

Also featured are the memorable Centenary year of 1998 and a look at the annual Tram Sunday event.

The book closes with some pictures of the vintage trams and some pictures of Standard 147's return to Blackpool.

This book is a must have for all Blackpool enthusiasts!

Some further views of Princess Anne's Visit



H.R.H Princess Anne and instructor Bob Sutherland on 53
(photo by Press Team, Coatbridge)



Chairman Brian Longworth holding up the certificate that
was presented to H.R.H. the Princess Royal