

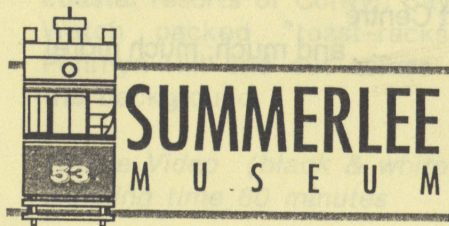
MEMBERS' DIARY

Date	Details
Thur 7 Sept 7.30pm	STG Meeting - Carol Haddow General Manager Old Tearoom, Summerlee
Sat 16 Sept 10 - 5	Scottish Vintage Bus Museum Open Day Lathalmond Fife (New Venue)
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STG

SUMMERLEE TRANSPORT GROUP

OPERATING SCOTLAND'S
ONLY WORKING TRAMWAY



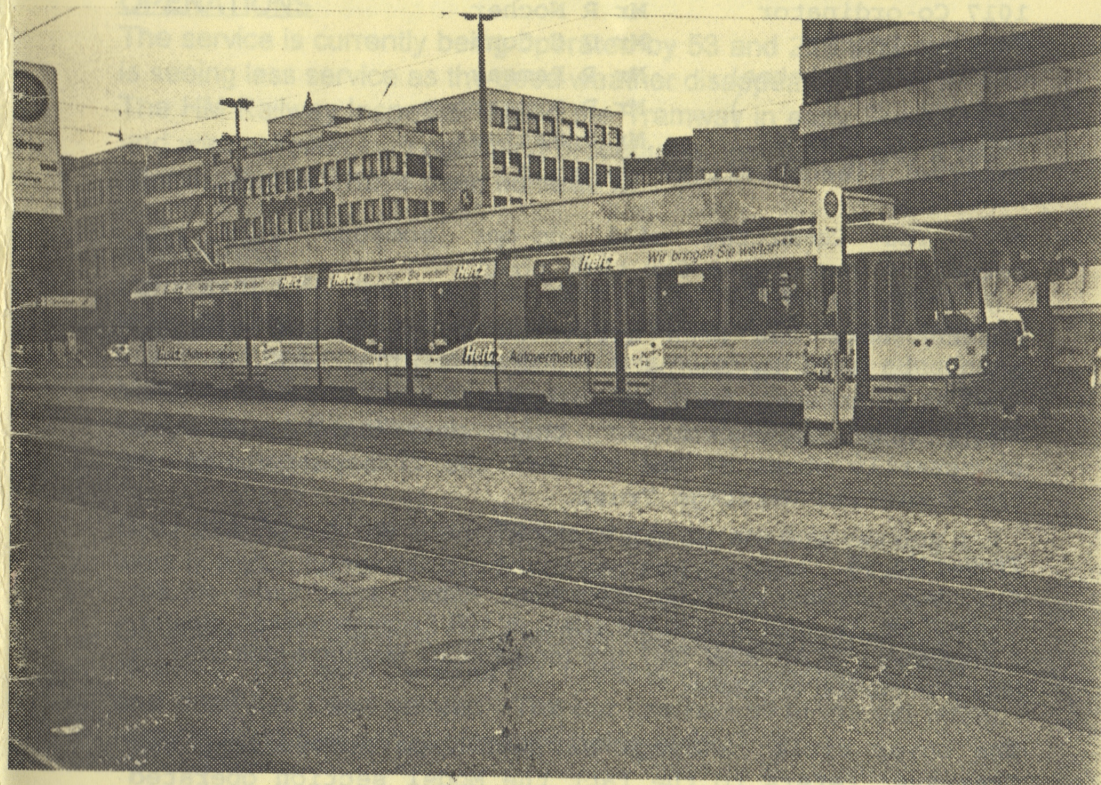
Gary C Conn
Summerlee Transport Group
September 1995

TROLLEY

A SURGE OF NEWS FROM SUMMERLEE'S TWO TRAMWAYS

ISSUE No. 14

SEPTEMBER 1995



TRAM DRIVING IN NURNBERG
ULTIMATE EXPERIENCES 1995

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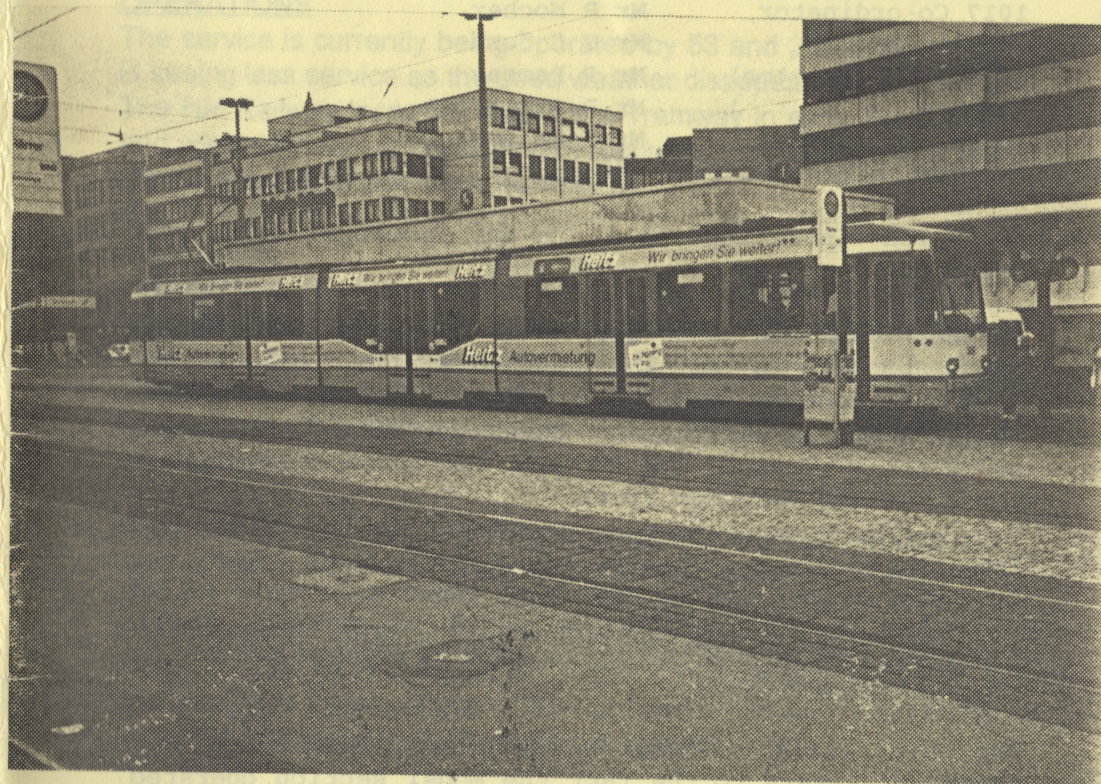
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TROLLEY

STG

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

YOUR NEW STG COMMITTEE

Chairman	Mr B M Longworth
Secretary	Mr R Higgins
Treasurer	Mr R N Sutherland
Sales Officer	Mr J Wilson
Membership Secretary	Mr B Quinn
1017 Co-ordinator	Mr R Nocher
Trolley Editor	Mr G C Conn
Ordinary Committee)	Mr P Ramsay
Members	Mr R Armstrong
Modelling Officer	Mr R Maclean
External Liason Officer	Vacant *

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

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

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

Trolley No. 15

Any news, articles, additions, corrections, letters, sales items etc for "Trolley" No. 15 must be with the editor at *****
Cumbernauld, GLASGOW, G67 **** (or left in the Members Mail Box) no later than the end of October.

The cover title 'A Surge of news from Summerlee's two Tramways' refers to the fact the Model section operated their layout for the first time in public. See page 3.

The cover photo shows Nurnberg car 366 at the Plarrer passenger terminal. See page 6 for further details.
Photo - Bob Sutherland.

EDITOR'S NOTE

Welcome to ~~Trolley~~ No 14. Apologies to Bob Sutherland for forgetting to accredit his 'April 1st - 1st Impressions' article to him in the last edition.

Thank you once again to Bill Tollan and Bob Sutherland for their excellent articles for this edition. Please remember any member can write an article about virtually anything. Please send any contributions the address shown opposite, all are extremely welcome, no matter how long or short!

NEWS

OPERATIONS

~~The service is currently~~ being operated by 53 and 225 although 53 is seeing less service as the good weather disappears.

The HM Railway Inspector visited the Tramway in early September and was satisfied with operating procedures, instructing only a few alterations which have been adhered to.

TRAMCARS

Lanarkshire 53 New member John Hunter has been progressing with the outstanding brasswork for this car. The outstanding brassware has now arrived although it is needing further attention. Motormen are reminded to exercise care when operating 53 as the bodywork is still settling down and unnecessary speed could cause untold damage.

Graz 225 50% of the internal lights of this car are now working and work is well in hand to have the others working soon.

Glasgow 1017 Member Dave McIlroy has been working on this car recently. The dash panel at No 1 end is now complete and No 2 end dash has been painted. The car has had all of the old wiring removed and new wiring plans are being made.

Bruxelles 9062 New carbon skid plates have been obtained from Morganite and are experimental ones, as mentioned in previous Trolleys. They are broader than previous plates and Morganite have suggested improvements to the overhead in order to maximise the lifespan of the carbon and allow them to be fully

tested. New floor rubbers have been obtained and awaiting fitting. If any member has experience in laying carpets/flooring please contact any member of the committee and find out how you could help. New brake shoes have been made by Dan Mackay in the Trust's conservation workshop and will be fitted once a new pump has been fitted to drain the pit area.

GENERAL MAINTENANCE

Pit flooding has caused problems with any maintenance requiring access underneath the cars. This will hopefully be resolved fairly soon, as a new pump has been ordered by the trust.

The Group has received 4 tram-jacks from the Merseyside Tramway Preservation Society, Birkenhead.

HORSETRAM

The Trust has acquired a partially restored Glasgow horsetram. The car was sold by Glasgow to the Leamington tramway company. More recently it has been at the Tysley Railway Museum, where over considerable sums have been spent on restoration - more details next issue.

POTENTIAL ACQUISITIONS

Progress has been made towards acquiring Glasgow Works Car 21, currently at the National Tramway Museum at Crich. If this car is obtained it would be used primarily for permanent way duties and could also be used for displays/illuminations. Watch this space for further details!

MEMBERSHIP

Membership renewal forms for the coming year 1996 will be issued along with Trolley No 15.

MOTORSCHOOL

A number of motormen are continuing to progress through the Motorschool. A meeting has been arranged between the Instructors and John Wright and Idris Scott, our examiners for the railway inspector. This will hopefully result in more members being able to sit their tests.

TRAMWAY MODELLING GROUP

R. Maclean

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

The new layout was exhibited to the public for the first time at the Models and Hobbies Fair at Summerlee on September 16 and 17. The layout looked very impressive, with many people surprised at what had actually been done in the time available. The 14' x 2' 'OO' gauge layout was complete apart from the overhead, although the poles were present. 12 British and 2 Continental trams were operated on the layout complete with appropriate vehicles and street furniture - pictures in the next Trolley! A 'G' gauge LGB railway operated during the Fair as well.

As usual new members are always extremely welcome to the model group.

DEPOT COMPOUND

The Group is currently planning a second depot. This new 3 lye shed will be located adjacent to the current depot and will be a storage and running depot. the current depot will be then used for maintenance only.

There have been problems with pigeons within the depot building although this has now been rectified.

OVERHEAD LINE DEPARTMENT

Mike Chalton has renewed the wires in lye 2 of the depot.

The photo below shows Overhead line engineer Mike Chalton at work, with assistance from Brian Quinn.



PERMANENT WAY

The Group has obtained quotes from Infrastructure Services Scotland (a British Rail Company) for the relaying of the sharp curve beside the depot and and the installation of new pointwork to serve the new depot (see above).

A number of members working outside the site have retrieved 2 sets of 3-way points.

1995 SPECIAL EVENTS

The Steam Fair in August resulted in fairly high loadings on the cars with 53 carrying 952 passengers and 225 carrying 111 passengers on the Saturday. On Sunday 53 and 225 carried 751 and 55 passengers respectively. The Group stall was very successful on both these days

The Models and Hobbies Fair had significantly fewer passengers, and the stall was less successful than usual.

Group members helped at the SITA stall at the Bus Museum Open Day which was very successful.

1995/6 SEASON OF MEETINGS

This seasons meetings are listed on the back page as usual. We are pleased to welcome back Bob Docherty for the November meeting (joint meeting with the Scottish International Tramway Association). Bob will be showing some films by the late G. Mather as well as some of his own. Meetings are now held in the old Tearoom (adjoining the main exhibition hall). Please note that the February meeting, which is also held in conjunction with SITA, will be in the City Halls, Glasgow - enter via door F in Albion Street. This meeting will be held on Tuesday 13 February and will be a talk and show from Ian Frew.

SOCIAL EVENTS

It is proposed to have a day out with a difference within the next few months. One suggestion is to go Go-Karting, if you are interested or have any other ideas please contact any committee member.

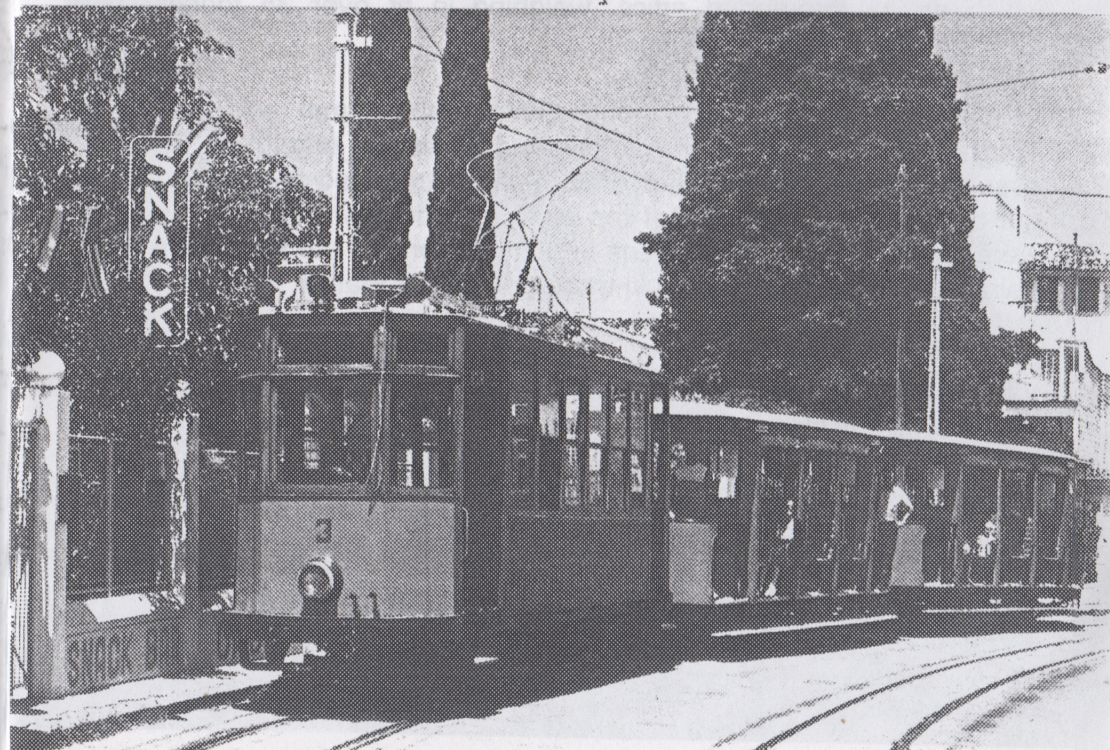
The Group also plans to have another Christmas night out after the success of last years event. Further details will be given as soon as possible.

It is planned to have a Group outing next June. Some suggestions include Manchester, Sheffield, Newcastle Metro or the Grampian transport Museum at Alford near Aberdeen. Watch this space for further details.

POSTCARD VIEW

With Summer just behind us members may have received or purchased postcards with a tramway or transport theme. If you have please send them to the address inside the front cover. Please enclose a stamped addressed envelope if you want them returned

The view below shows Car No 3 on the Soller tramway in the Spanish Holiday island of Majorca. The tramway runs from the village of Soller, which connects with the electric train service to the main town of Palma, to Port de Soller, a seafront tourist resort with boating marinas. The motor car is of 1913 origin, with Brill and Siemens equipment, the trailer cars Nos 10 and 11 are from the now closed Palma tramway.



TRAM DRIVING IN NURNBERG

Bob Sutherland

In the second week of May, accompanied by my wife Pat, I visited the German city of Nurnberg. A very beautiful city with its Medieval Castle and 'Altstadt', or 'Old Town', surrounded by a bustling modern city.

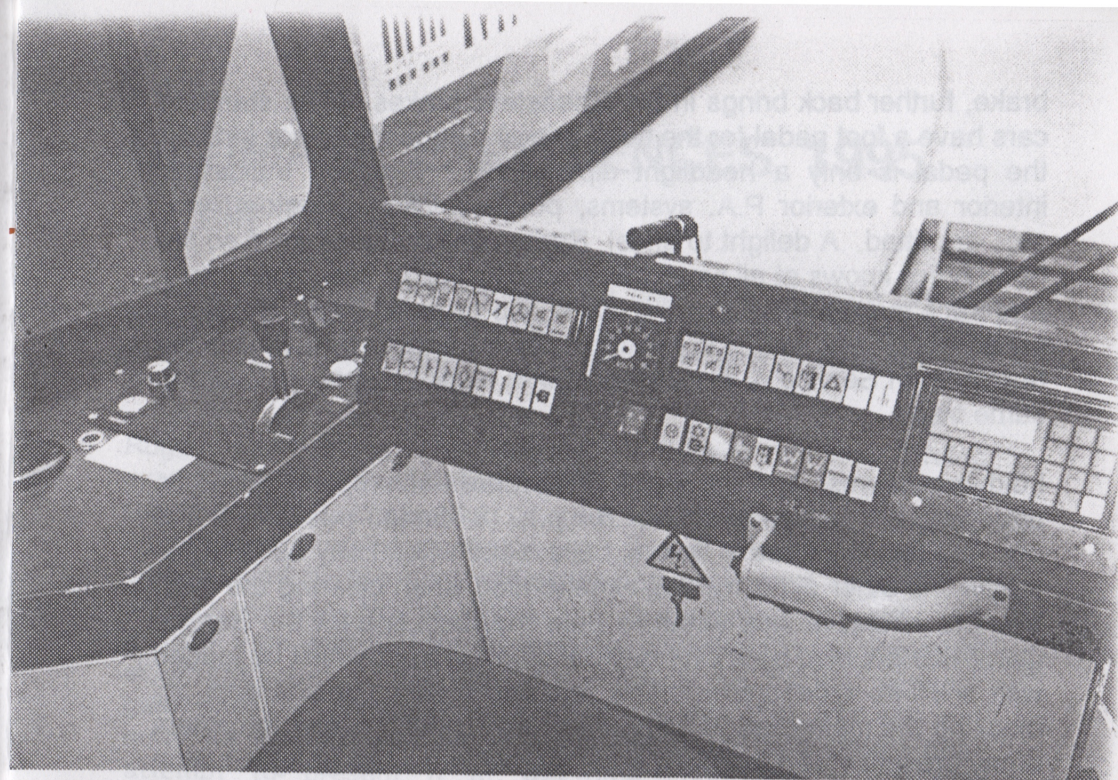
My son, Ken, has business connections in Nurnberg and one of his colleagues, Fraulein Gudrun Jatzke, had arranged with V.A.G., the local transport operators for me to have a short driving course on one of their trams.

This was to originate at Maximillianstrasse Depot therefore we had a 'recce' for the day before my appointment and came to the conclusion that it would be on the semi-disused track running out to a railway goods station presumably used by the works cars for collecting rails etc., from the rail-head. I also had a fleet list which showed the 'Farshulwagen' as being an elderly two axle car. I studied the motormen's actions on the 'standard' cars - lengthy articulated vehicles with a bogie trailer. There is another class - not so numerous, in fact restricted as yet to a single service (the 6) which are double-ended artics, weighing in at over 35 tonnes empty, and of unbelievable length.

At the appointed day and hour, Gudrun and I met with Herr Treuheid who is a man of humour and nerves of steel! All my assumptions proved incorrect; firstly I was introduced to No.366 - not a two axle car but one of the eight axle double artics and we were quickly out on the main line heading for one of the two 'choke points' on the system, the multi-tracked layout of Plarrer.

366's main control is a stubby 'joy-stick' with a 'deadman' button on top - gently push it forward and off she goes; pull it back and there is a slight 'notching effect' (one notch only) which is the holding

The photos opposite show the control 'desk' of car 366 (top) and car 366 is shown entering the loading platform at Plarrer with Bob at the controls (bottom) - note how everyone is running for cover - Ed!



brake, further back brings in the Rheostatic brakes. (The standard cars have a foot pedal for the holding brake but on the floor of 366 the pedal is only a headlight dip-switch!). Direction indicators, interior and exterior P.A. systems, point direction selectors, etc., etc., are fitted. A delight to drive! Radio control is exercised so the head office knows at all times the exact location of every car. Car and track maintenance are first class - no dropped joints, no 'kicks' on any bend and with the exception of the track approaching the terminus on Service 4, no differences in level between rails of the same track.

I did come across one place with 366 where track replacement was underway with a speed limit of 6 k.p.h. (3.75mph) posted - if it is possible for 35 tonnes to tip-toe, believe me when I say 366 did just that! One other difficulty was experienced when clearing the main line into a relative side street to clear the main line for the Service Car; I was baulked by a lorry overhanging the track whilst he loaded with a Hi-ab type crane. This left 366's very considerable tail blocking the main road to all non-tramway traffic! A few reminders of my presence with the gong soon shifted him. The gong is button operated and is under the right thumb at all times, the forefinger of the same hand is over a button for the track brake and the button under the third finger controls the sanders.

A great Adventure! I am very grateful to Gudrun for arranging it, to Verkeher-Aktiengesellschaft for permitting it and, of course, to my 'Fahrlehrer' (driving instructor) Herr Treuheid for agreeing to oversee it.

Incidentally, to give him some idea of my experience, I showed him photos of Brussels 9062, Graz 225 and Lanarkshire 53, the last on 1.4.95 with bunting! He reckoned 53 looked like a Mississippi Paddle Steamer - I said he had a good sense of humour.

Bob Sutherland

ULTIMATE EXPERIENCES 1995

By Bill Tollan

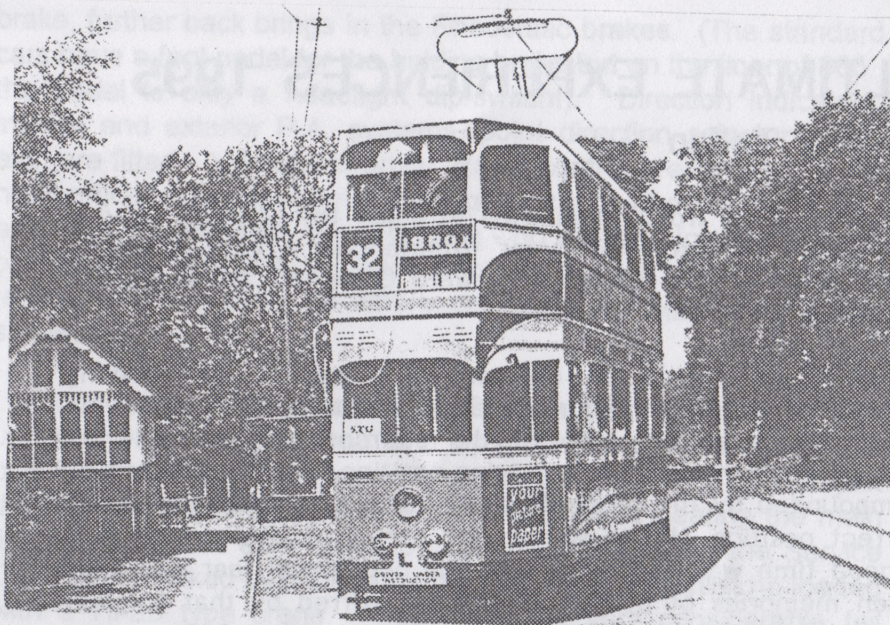
THE first group from Summerlee to enjoy the Ultimate Driving Experience at Crich this year experienced a very nostalgic week-end, for the chosen cars were Glasgow's Standard 812 and Coronation Mark One 1282.

Rugged and simple to operate, 812 was a new driving experience for some. Unfortunately Crich are against removing the portable bottom step of the staircase which made an unnecessary uncomfortable driving position. And the problem is compounded by the controllers not being mounted quite in the correct position. Not to worry, 812 performed impeccably and a good time was had by all and the occasional tear was shed when memories of the old days were stirred by that singular gear melody. However another minus was that 812 was not quite its glorious self being quite disfigured in a pretty poor attempt to present it in war-time condition for VE Day Anniversary. My humble belief is that you do something properly or not at all. Still the intention was good and when at the controls one didn't see the eyesore...And "Zoo" was definitely not a war-time destination, as the Zoo at Broomhouse had not then come into existence. During the war I had many a scramble in the abandoned grounds where it came to be established.

Breathtaking

The move from operating old stalwart 812 to handling classy Coronation still remains breathtaking even to those who have done it in the past. Coronations were definitely one of the wonders of the world and it is unsurprising that many Glasgow punters would forego the comfortable Standard to enjoy a ride on the marvellous Coronation following. Coronations were the most comfortable public service vehicles ever designed and put into service. No wonder people took to the private car when the short-sighted, miserable and wretched politicians alternative was the cheap, dirty, smelly uncomfortable, unreliable and equally wretched bus.

Pure bliss it was for each member of the group to open up



Coronation 1282 leaves Wakebridge for Glory Mine

1282 on the top parallel and hear the motors once more singing their glorious song. And it has to be said that the Crich track provides an excellent ride. There are no problems handling a Coronation. It is just pure ecstasy.

Wonderful Top Deck

The second group found the chosen cars, 331 and 602, a little more demanding of their operating skills. Feltham 331 is a strange mixture of good and bad. The passenger accommodation is fine, especially that wonderful top deck. But the heavy, and for the period, obsolete bogies fairly thump the track, and one sympathises with the London motormen who had an unfriendly environment from which to operate the vehicle. The externally doorless cab is pretty grim (one would like to know what happened when the motorman over-ran points, etc. or did every Feltham-used-point have a pointsman?). The controllers are user-unfriendly pieces of equipment. They are quite massive and the problem is the equally massive controller handles. These are of the "press-down for weak-field type (the weak-field notches now being non-operative) and finding

notches is done by feel rather than by visual guidance). By contrast the brake-valve key has a brass operating handle of minuscule proportions. Non-self lapping and with the three positions "Apply air"; "Hold" and "Release air" very brief applications of "apply" were the order of the day. Exhausting the air took quite a while and there was always the danger that, in fact, all the air had not been quite fully gone. Another novelty was the use of two trolley poles and the consequent changeover switch in one of the cabs.

It is greatly to Crich's credit that all tram switches are clearly and distinctly marked as to function and position. With the great variety of lighting and other switches on a Feltham such labelling is appreciated. It would be interesting to know what the Sunderland men made of the strange beast when it came into their midst



Feltham 331

Cunarder type Single Deckers

Leeds 602, in its celebrating royal purple, would have looked much finer in dear old traction orange. As Glasgow's wretched councillors wouldn't build it for GCT we'll never enjoy that experience. Unless I can win the lottery. 602 has a wonderful ride and acceleration but stopping is the big problem. Or so they say at Crich. Two of these Cunarder type single deckers were built for Leeds before the city changed its mind about trams. The other one had tried and tested Coronation control equipment but 602 was fitted with the more exciting VAMBAC equipment. Alas! Like Rome's all-electric cars, in order to avoid PCC Patent royalties 602, wasn't given the full PCC equipment and its braking equipment wasn't fully developed nor properly worked out at Leeds. Apparently, like Fitzpayne's

single-deck trolley buses in Glasgow, 602 was not the passenger's ideal, and with no future for Leeds trams, 602 was discarded and laid-up. But I still think it is a delightful tram—even in its not-fully developed state. To operate it, the motorman sits (as on the Feltham) on a tiny perch-seat attached to the door leading into the public section. As on the Feltham, one has to take care that the door is in fact secured before sitting down, lest the passengers are entertained by a backward somersault, with pike, from the poor old motorman. This perch-seat, if all goes well, is over the control drum. On the right is a detachable three-foot forward-reverse key. Remember when the Glasgow motorman would come through to quell a disturbance brandishing his wee controller key? 602's key would have worked wonders. On the motorman's left there is an even longer "joy-stick".

Great in Traffic

As with the Feltham, there is no clear indication of the "notching" position, although there is an (inadequate, I think) system of lights which take a bit of getting used to. Forward one notch gives a very good start and the slow running position and notch two is also a slowing-running position. These notches can be held indefinitely and so must have been great in traffic. Notches three, four and five provide lively, very lively and extremely lively acceleration to top parallel. The VAMBAC equipment, installed above the central section of the car, can be heard whizzing through its 90 notches. A marvellous sound quite as thrilling as the marvellous acceleration. (There is also an enjoyable "washing machine" whine from the battery-charger motor). What is hard to remember is that "switching off" ought to be done slowly and gently and not in the brisk manner necessary on old-time controllers. Being conditioned to do just that it was too easy to forget the need for a more gentle approach. It would interest me to know the thinking behind the three accelerating positions to top parallel. Would it not have been better just to have had two accelerating notches only? A notch-up to top series position and a notch-up to top parallel position? Or am I missing the obvious? Going back from "neutral" with the joy-stick there are, first of all, two slow-braking positions, then, as with the forward direction of the joy-stick, there are three full-braking positions which give different rates of reaching

full braking. Jockeying between these positions gives good speed control on a down gradient. So far all braking is done rheostatically, but 602 has two further braking notches which apply the huge magnetic shoes to the rails. The big problem is that there is no hand brake for the final stop. Crich's solution was to redesign the parking shaft-brakes utilising modern motor-car equipment and this "final stop" brake is effected by a foot-pedal which needs a rather firm press. The parking shaft brakes remain "on" when the forward/reverse key is put into the neutral position. Crich says that by the end of a day's running the parking brakes become over-heated and progressively less effective, and that in adverse weather conditions braking becomes "hairy", so goodness knows how they managed in Leeds. However a wonderfully smooth start is provided by the system. Foot on brake pedal; controller key forward; joy-stick to first notch; release foot pedal and good old 602 gently and silently glides off. If trolley-buses were given the soubriquet "whispering death" in Glasgow, what would punters have made of a class of VAMBACS? On the motorman's control panel are a number of lights. A green one indicates line power (so it is easy to see that insulator has been passed) then there is a yellowish one which can vary its strength to indicate "No", "Partial" or "Full braking". A third light indicates whether the parking brake has been effected. But altogether an enjoyable and interesting car. I just wish we had got them with one route at least in Glasgow. But then as I have said "politicians..."

Thanks

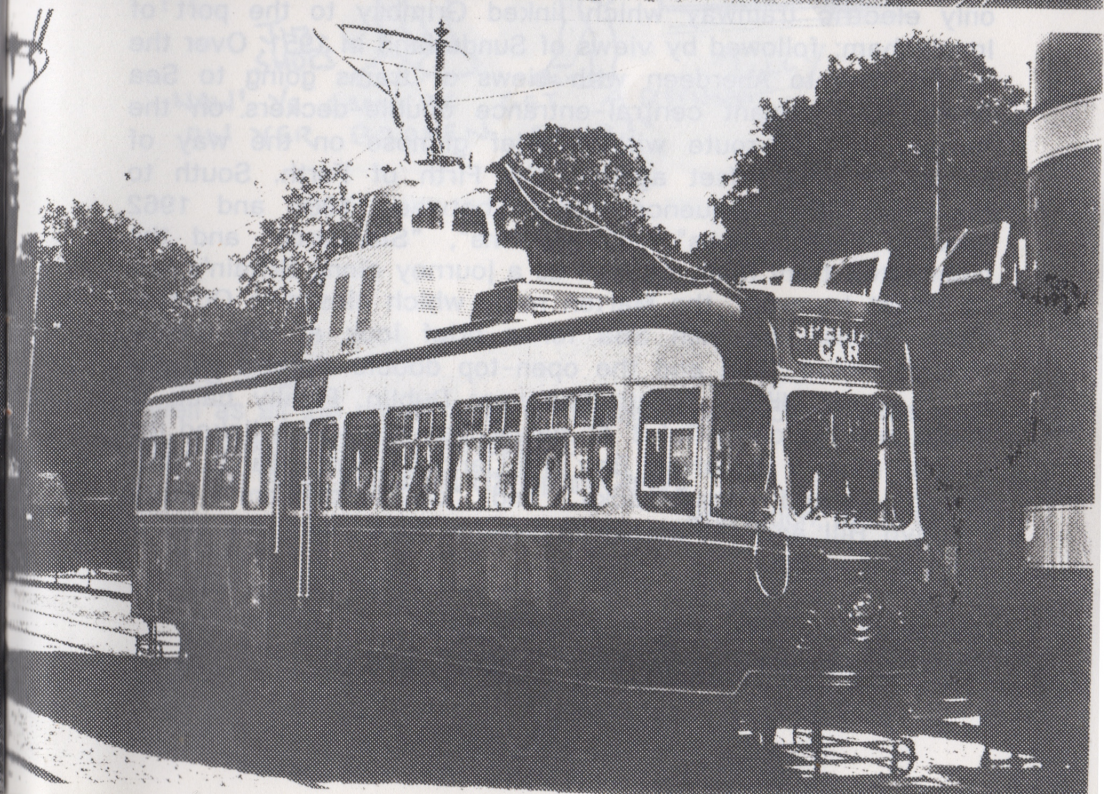
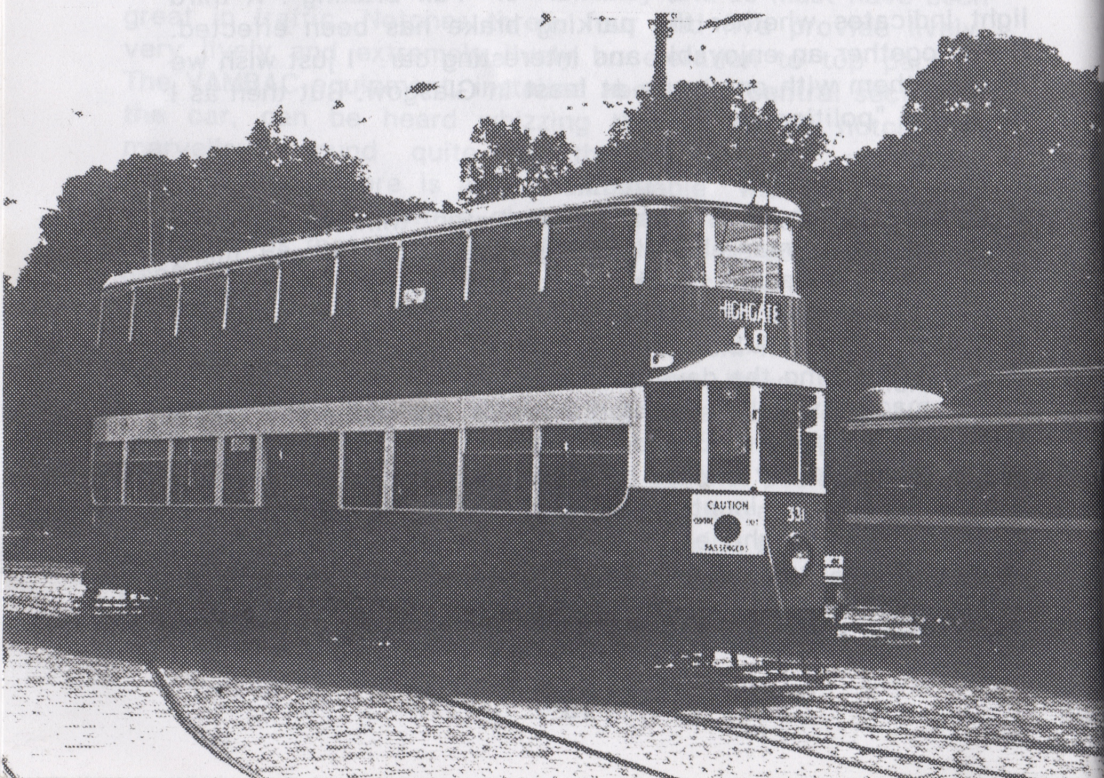
Obviously Crich must be thanked for thinking up and arranging these marvellous driving experiences – and many unsung heroes make Crich work and service the track, overhead and cars: but it would be invidious not to thank particularly the NTMS board; Operations Superintendent Kyle Hulme for booking the days and arranging for the selected cars to be made available; Chief Instructor the Reverend David Tudor and Instructors Edward Marshall and Colin Heaton for giving so generously of their time, skill and knowledge, and for bearing with our ineptitude with such good humour and patience; Mrs Wright and the other tolerant guards; John Shawcross for the great privilege of such an informed tour of the workshop; and all those who suffered and/or made a fuss over James Labradog (has there ever been such a tram-

travelled mutt?). If you havn't experienced the Ultimate Driving Experience don't delay in making your booking for next year.

Oh! Yes! I'd still like to know the identity of the phantom bell ringer on 1282!

London Metropolitan Feltham car No.331 (below) is shown on the depot fan at Crich. Members may remember this car in its other guise when it operated at the Gateshead Garden Festival in 1990 as Sunderland car No 100 in British Steel livery.

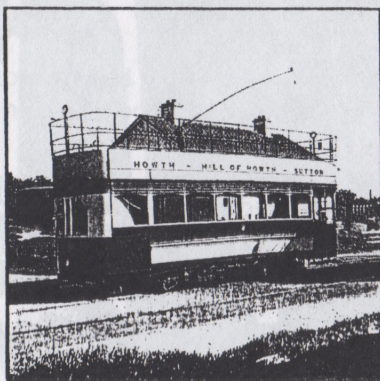
The photos opposite show members Ian Maclean, Peter Ramsay, Bill Tollan and Paul Geissler in front of Leeds car 602 (top) and car 602 is shown in its full glory (bottom). Photos Ian Maclean





SEA BEACH, ABERDEEN

AUGUST 1954



HILL OF HOWTH

JULY 1956

VIDEO VIEW

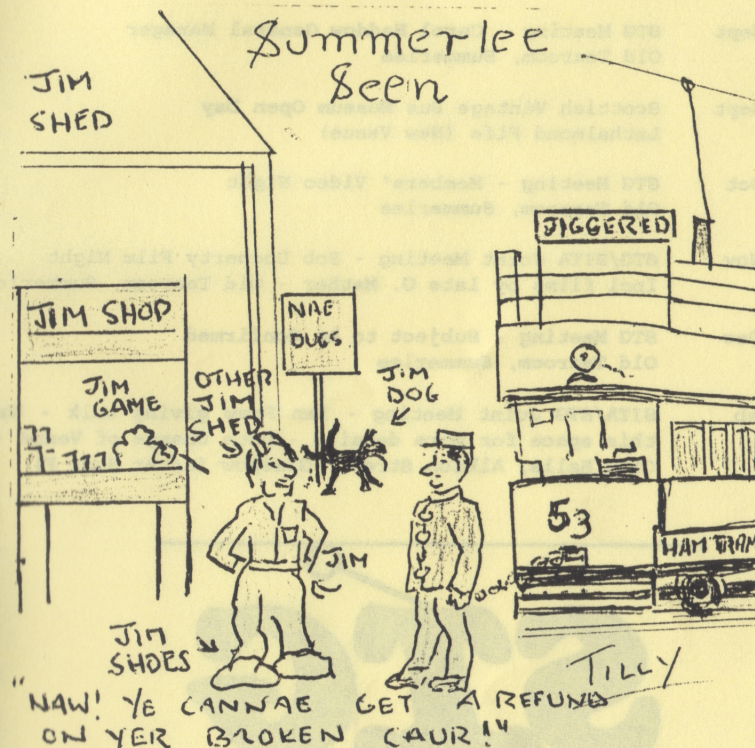
TRAMS BY THE SEASIDE

A collection of films made for and by enthusiasts capturing the colourful atmosphere of some of the tram systems which formerly carried thousands of people to the coast for work and pleasure. First to Swansea in South Wales where until 1960 giant 106-seater double-deckers travelled around Swansea Bay to The Mumbles. Then to the East coast of England where 54' long single-deckers carried workers on British Railways only electric tramway which linked Grimsby to the port of Immingham; followed by views of Sunderland in 1951. Over the border now to Aberdeen with views of trams going to Sea Beach and elegant central-entrance double-deckers on the famous Bridges route with a brief glimpse on the way of Edinburgh cars offset against The Firth of Forth. South to Blackpool with sequences taken between 1960 and 1962 showing "Pantographs", "Coronations", "Standards" and the illuminated tram fleet, as well as a journey along Britain's last all street tramway, the Marton route which closed in October 1962. Across the Irish Sea for a brief look at the unique Fintona Horse Tram and the open-top double-deckers on the 5' 3" gauge Hill of Howth line near Dublin. Finally back to Wales and the delightful 3' 6" gauge tramway which linked the coastal resorts of Colwyn Bay and Llandudno until March 1956. Watch packed "toast-racks" and "double-deckers" climb Penrhyn Hill and cut across Bod-a-fon fields with the sea in the background.

Online Video (black & white and colour)

Running time 60 minutes

R.R.P. £18.50



COMING SOON

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

The West Yorkshire Transport Centre

and much, much more!

MEMBERS' DIARY

Date	Details
Thur 7 Mar 7.30pm	STG Annual General Meeting - Conference Room Summerlee Museum
Thur 4 Apr 7.30pm	STG Meeting Subject to be confirmed Summerlee Museum
5 - 8 Apr 10am-5pm	Easter Event with Facepainting, Making Cards, Egg Decoration Competition.. Summerlee Museum
Tue 9 Apr 7.30pm	SITA Meeting Subject to be confirmed City Halls Glasgow (Enter Door F Albion St)
4 - 6 May 10am-5pm	Spring Fling with all the usual fun for children over the weekend Summerlee Museum
Sat 23 June 10am-5pm	Historic Vehicle Festival - The Museum site packed vehicles Summerlee Museum

STG

SUMMERLEE TRANSPORT GROUP

OPERATING SCOTLAND'S
ONLY WORKING TRAMWAY

Gary C Conn
Summerlee Transport Group
February 1996

TROLLEY

KEEPING ALL THE CURRENT NEWS OF SUMMERLEE FLOWING TO YOU

ISSUE No. 15

FEBRUARY 1996



GRAZ 225 TRANSLATIONS &
THE WEST YORKSHIRE TRANSPORT MUSEUM