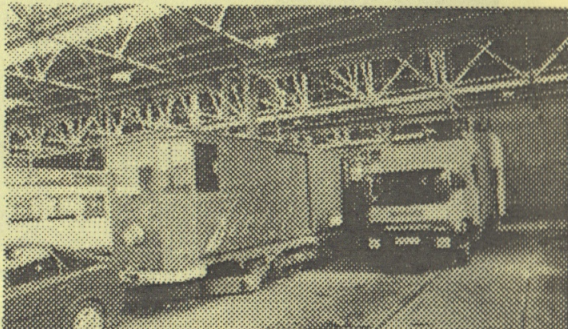




**SPOTLIGHT ON...
...BLACKPOOL -
REVISITED!**



The ones you don't normally see! A selection of works cars pictured at Rigby Road Depot, Blackpool – many thanks to member Ian Simpson for these shots. Left: Permanent way works car 259 Top Right: Overhead line car 754 Bottom Right: Works car rail grinder 752.

Below: Restored as part of Channel 4's Salvage Squad programme, Lancastrian Transport Trust's vambac controlled Coronation 304 is pictured on an enthusiast's tour on 8 Nov 2003 alongside sister car 330 and former Blackpool Transport training PD3 516. It is the first time both cars have run together since 1975!

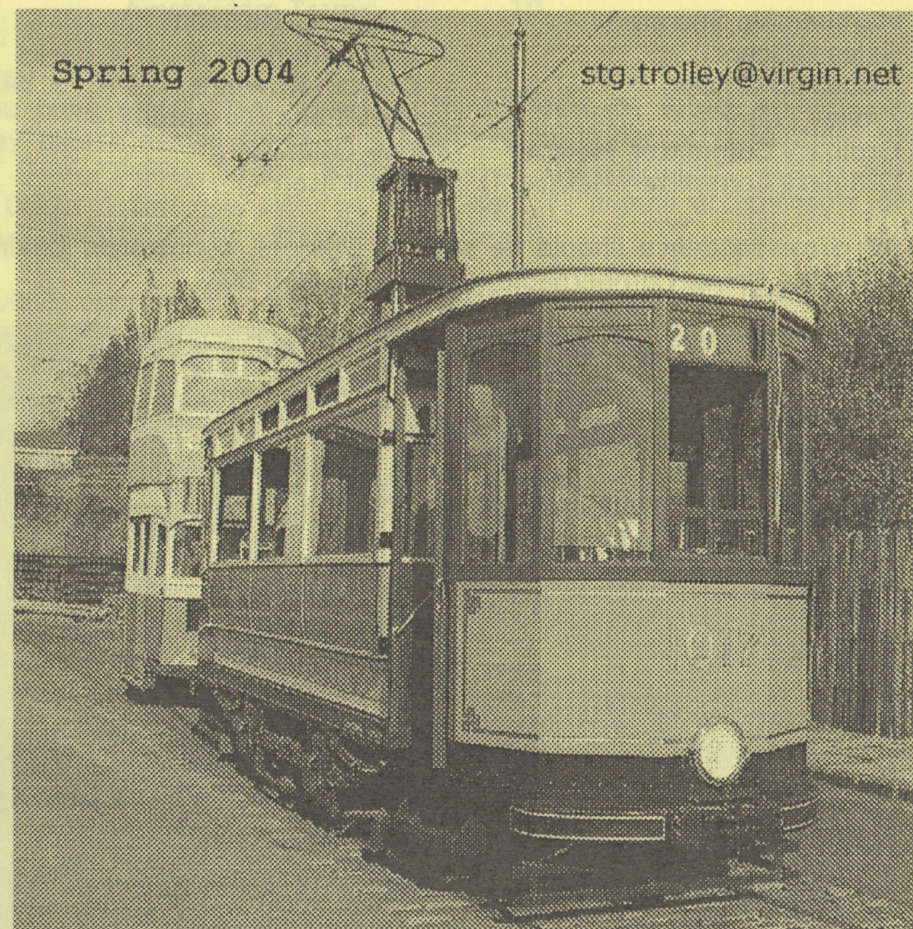


TROLLEY

NEWSLETTER OF THE SUMMERLEE TRANSPORT GROUP

Spring 2004

stg.trolley@virgin.net



**ALL THE LATEST NEWS FROM THE
SUMMERLEE TRAMWAY & MORE!**

TROLLEY

STG

Trolley is the newsletter of the Summerlee Transport Group, a voluntary support group of Summerlee Heritage Park and is registered as a charity. (Charity No SC020158)

YOUR STG COMMITTEE 2003/4

Chairman	Brian M. Longworth
Secretary	Brian Quinn
Treasurer	Robert N. Sutherland
Membership Secretary	Ronnie E. Maclean
Sales Officer	George Broom
Modelling Officer	Duncan R. White
Trolley Editor	Gary Conn (co-opted)
Ordinary Committee Member	Bob Connor
Ordinary Committee Member	Jim Wilson

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Trolley

If you have any articles, news or information for future editions of Trolley please e-mail them to stg.trolley@virgin.net or send them to Gary Conn, Trolley Editor, 6 Ratho Drive, Cumbernauld, GLASGOW, G68 0GG. I can use pictures either sent as e-mail attachments or normal prints enclosed with posted articles.

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

Cover photo shows 1017 and 1245 together on the depot fan late last year. Photo - Bob Docherty

Left Amsterdam has a variety of different cars in service on its system such as 622 and 828 as shown in this view. See Alistair Kyle's article on page 10 for more information. Photo - Alistair Kyle

Editors Note stg.trolley@virgin.net

Unfortunately, the colour copier previously used to print the cover of Trolley is no longer used by North Lanarkshire Council. I will investigate alternative sources to attempt to bring colour back but the retail cost of colour photocopying makes it uneconomical for the Group to pay for this. If anyone has "connections" that could help with this please get in touch. Many thanks to Alistair Kyle for his excellent article and photos of Amsterdam and to Ian Simpson for some unusual Blackpool views.

G Conn

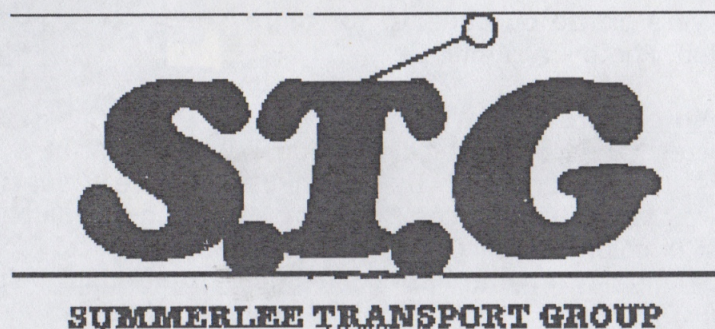
Chairman's Remarks

Unfortunately there has not been a lot to report from Summerlee as far as the group is concerned.

The winter work sessions on a Thursday night did not resume after the winter break so the group as a whole has not been involved in any restoration or maintenance but has continued to operate the tram service. However both Peter Ramsay and John Trainer have been able to give some time during the day to assist the tramway technician.

Work has continued on 1017 which was put back into service without ceremony. It is hoped to have a formal launch in the spring. The Thursday work nights resumed in early October and a special effort was made to have the cars spruced up for the L.R.T.A. visit on the 18th. The Brussels car has been withdrawn and is up for disposal to anyone who is prepared to give it a good home. 225 is the spare car for when 1017 is out of service. Dusseldorf 392 has been kept outside for over a year with consequent serious blemishes appearing on the bodywork. As access to the depot and use of power tools is seriously restricted, it has not been possible to start remedial work but it is hoped to remedy the situation. So far the Thursday workforce has not returned to anything like the numbers we had 18 months ago but I hope the attendance will improve. If any members intend to resume their activities they should check with Summerlee before travelling a distance as some worknights have been cancelled by mutual agreement.

Brian Longworth



NEWS

Tramcars

Lanarkshire 53 is available for use when weather and crews permit.

Graz 225 is currently the main service car until 1017 is repaired.

Dusseldorf 392 still remains stored outside the depot having not yet entered service. The bodywork is suffering from being attacked by the winter weather.

Glasgow 1016 the body of this car which, was stored next to the Depot, has been moved to Bridgeton to allow SITA to start restoration work on the car.

Glasgow 1017 has been the main operating car since the beginning of the year. It is currently out of service awaiting repairs to damage sustained in a recent unfortunate incident. A new bow has been fitted.

Glasgow 1245 has had some external panels removed for bodywork and frame examination.

Depot

The depot has been cleared of Cupboards, Tools and Workbenches that do not meet current health and safety legislation.

Tramway Technicians Report

Bob Docherty

During the fortnight beginning 12th January, the tramway was closed to permit the replacement of the bracket arms suspending the overhead wire, which had become badly corroded.

During this work, the opportunity was taken to reduce the overall height of the overhead to twenty feet above rail level, the British standard as suggested by the Railway Inspectorate. This has allowed car 1017 to be fitted with the correct size of bow collector.

At the same time, the remaining loose joints at the Cottages were repaired and welded, repairs were carried out to the main points, and a number of drains, including the rail drains and the point mechanism sump, were unblocked.

It is hoped that these improvements to the tramway infrastructure will assist in both the operation and maintenance of the tramway.



Lanarkshire 53 passes the Blue Train on a glorious day last autumn - Editor

Tramway Modelling Group

New members are always welcome. Please contact Duncan White for more details.

Membership

Membership renewal forms are enclosed with this edition of *Trolley*. Please return these as soon as possible to Ronnie Maclean.

Website

It is planned to have the website operational once again in the very near future. Details of the web address will be published in *Trolley* when the site becomes active.

Sales

The sales stall was active once again towards the end of last season.

People

It is with sadness that we announce the death of Willie Guthrie who died suddenly on 3rd March in Hairmyres Hospital, East Kilbride. Willie had been suffering ill health for the last few years. Willie was one of the regular Saturday Motormen in the late 80's and early 90's. He was also involved with the Albion Bus Preservation Group and worked for Central SMT in East Kilbride.

Motor School Car 1017 - The Final Hurdles by Bob Docherty

As with all major projects, the nearer the job approaches completion, the greater the number of small, overlooked details emerge which required to be finished off. In addition, the tram is a Paisley body modified for operation in Glasgow using an ex-Lisbon truck and equipment. It is no surprise, therefore, that as car begins to be used regularly on motorman training small alterations and modifications require to be made as operational experience dictates.

In a perfect world, the tram sitting just inside the depot door ready for service should be exactly as it was when it was sitting in Langside ready to receive a group of trainee motormen in the mid-1920s. Unfortunately reality dictates that this cannot be the case. Although great efforts were made to secure mechanical and electrical equipment matching that which was stripped out when the car body was sold off, some anomalies were unavoidable.

In addition, it is easy to forget that the car itself was constructed nearly a century ago, albeit restored to 1920s condition. The working environment for both operating and maintaining trams has changed considerably since then, and Health and Safety at work is now governed stringently by law. The operators of the tram are obliged to take account of these issues.

Enter Her Majesty's Railway Inspectorate, one (but not the only one) of the safety watchdogs responsible for policing the safe operation of our railed vehicles. Historically H.M.R.I. relates to Summerlee in two ways, vehicle compliance being monitored by the Newcastle office and operational procedures being the remit of the Field office in Glasgow.

Currently there are no regulations that require Her Majesty's Railway Inspectorate to inspect and authorise a restored tram re-entering public service, providing its equipment is 100% original. However, at a relatively early stage in the cars restoration, David Thornton of the Newcastle Office was on site inspecting the wheelchair lift of the Dusseldorf car (which requires an HMRI letter of approval to run, due to the substantial alterations involved and the Disabled Access element). He passed comment on a temporary resistance box on 1017, noticing that it protruded onto the projected path of a passenger who could sustain injury from it, should he/she fall forward off the front seat in an emergency stop. A new resistance was duly built to comply with his suggestion.

From then on, he showed an interest in the progress of the car, suggesting that he wanted to look over the restored vehicle prior to its entry into

public service. Time passed, and work on the car approached what normally would be termed completion. A launch of around Easter (2003) was anticipated, and H.M.R.I. was duly invited in March, some six weeks prior, hoping that any alterations necessary could be completed and authorised in time for the launch.

On his arrival, we were asked if the car had ever carried passengers in its present form. Now tramway historians will know that the car was born on the Paisley system to resemble the layout of our present Lanarkshire car, and on its purchase by Glasgow Corporation was altered to its present incarnation as a crew training vehicle. Technically it has not carried fare-paying passengers since the 1920s when it was an open topper.

However, by a quirk of fate, the car was hired by a group of enthusiasts to tour part of the remaining Glasgow tram system one snowy February morning in the late 1950s, and because of that single trip, escaped the attentions of the Disabled Access Regulations, now in force, which would have dictated substantial alterations to the car. It would, in that event, have been possible to apply for dispensations due to the historic nature of the vehicle, but that road is long and winding, (having to go through Parliament) and is one of the reasons why the Dusseldorf car is sitting idle and has been for some years. The participants of that tour could not have known what benefits their outing would have had some forty years later.

When the Railway Inspector inspected the car, there were no contentious issues found. A number of alterations from the original specification required to be approved, (for example the type of the lightning arrestor and choke oil, and its position on the car) together with general safety improvements (improved platform door catches being one). Altogether, thirteen items were listed to complete. He was happy to receive photos of the alterations, together with a letter signing off that the work had been done, thus saving him a further visit.

The work was carried out in a matter of weeks, and the proof duly sent off. At the time of writing, however, we have not yet received our letter of approval although we can use the car to train crews). Around the same time, John Shawcross, who was responsible for overseeing many of the acclaimed tram restorations for the National Tramway Museum at Crich, visited Summerlee and made a few suggestions. As a result, more work was carried out, including upgrading of the electrical earth connections to some of the principal components under the car. Another essential operation was to raise a bracket arm supporting the overhead, and consequently the wire height at Sunnyside terminus, to permit easier reversing of the bow.



1017 on the curve with motorman Ken Sinclair at the controller – Bob Docherty

North Lanarkshire Council has its own Health & Safety Inspection team, who raised a further list of items which could radically affect the operation of the tram at Summerlee, as well as possibly altering its historical authenticity. Importantly, the Summerlee Transport Group will be involved at Committee level in a process of consultation before any final decisions are made.

An area of concern is the question of allowing standing passengers on a tram that was not designed to carry more than its load of trainees, all of whom would be seated. To suit today's requirements, a handrail (at least one) running the length of the saloon ceiling should be provided, together with handholds on the seat backs.

Also the extra height of the floor (which was raised by four inches to allow trainees a better view of the instructor on the front platform) together with the generally taller nature of today's passengers, presents a risk that the exposed light bulbs can be struck by peoples heads when they stand up to leave their seats. They carry line voltage, 600 volts. It has been suggested

to use Glasgow Standard tram lamp holders, which would angle the bulbs parallel to the ceiling, slightly higher and out of the way. The lamps would then be less likely to break if hit.

Another worry is the noisy compressor, which could drown speech between the motorman and trainees or passengers in an emergency. The rubber mountings of this vibrating heavyweight were improved, and flexible hoses fitted into the air connections. The settings on the pressure governor were altered to reduce the time the compressor runs. Also, consideration has been given to building a cabinet round the compressor (as in a Glasgow standard tram), which would include some sound-proofing and an area to store documents, etc. which the car currently does not have.

Conversely, the seat which the car has over the compressor as an original feature could also have some sound-proofing incorporated, which would be less obtrusive. Fortunately as the car is used more, the moving parts in the compressor are bedding in and the problem may diminish altogether.

As a further practical improvement, however, it is proving necessary to raise the height of the air brake valve, as the current height is clearly too low for our taller members.

In conclusion, it is hoped that an amicable and sensible compromise can be reached between those seeking 100% historical accuracy and a safe, reliable operation in the 21st Century. It is also hoped that, by the time you are reading this article, that car 1017 will have been altered, launched, and in service for you to judge the final product for yourselves.

Update

It has since been agreed that standing passengers will not be carried and the situation regarding the lights will be carefully monitored to ensure authenticity without compromising safety. Car 1017 finally received its letter of authority from the Railway Inspector on December 1st.

SPECIAL EVENTS AT SUMMERLEE IN 2004

Saturday 10 and Sunday 11 April - Big Egg Easter Extravaganza

Saturday 8 May - Remote-controlled Models Day Demonstrations and displays of radio-controlled models. Bring along your own and try it out on our obstacle course! Also skateboard skills demonstrations.

Saturday 29 and Sunday 30 May - Summerlee Spring Fling

Sunday 13 June - Amateur Radio Day Join in with the members of the Mid-Lanark Amateur Radio Society as they welcome radio enthusiasts from far and near to their special radio day at Summerlee. Trade stalls, demonstrations and 'hands on' experiences.

Saturday 28 and Sunday 29 August - Grand Steam and Model Weekend

...Stop Press...Glasgow Coronation 1245 Update...Stop Press...

Work has begun on the restoration of Glasgow Coronation 1245 which arrived last year. With the completion of car 1017, and the resumption of the STG Thursday night work group, the green light has been given to strip the car to allow a thorough assessment on its structural condition. A possible source of funding for the complete restoration has now been identified.

All side panels along the lower deck on one side have been removed, revealing the structural steel and timber inserts to be in exceptionally good condition.

It is clear that this is the first time the panelling (on this side) has been removed since the car's days in Glasgow. Only one small timber spacer bar needs replacement, the rest requiring treatment only with preservative and undercoat before the top coat of sealing paint. The steel structure needs some attention from a wire brush before priming and repainting.

If the rest of the body structure is found to be in the same condition, then the majority of repair work will be limited to the underframe and the points at which the body members attach to it, which previous reports suggest need much work. A slight sag in the upper deck roof may require some timber replacement however. Needless to say there is great impatience to strip the rest of the car to assess its overall condition for ourselves.

The lower deck saloon has been cleared out and the No 2 end stairs temporarily refitted, which will allow the floor to be lifted once the remainder of the interior beading and panelling has been removed. Exterior window beading and cladding is in the process of being dismantled. The fact that most screws still turn is testimony to the quality of materials used in the original construction.

All the component parts of the compressor have now been located, including the cylinder head and valves, which a Carlton Colville member had been working on, and work re-assembling this is now under way.

If you want to get involved, come along on a Thursday night, 1900 - 2130.

AMSTERDAM

by Alistair Kyle

With the advent of cheap air travel and 3 weeks to keep occupied during the school breaks, we decided to make a family trip to Amsterdam last year and returned again this year.

This is my reflections on what I encountered on a family trip, where the tramway was not the specific reason for the visit. It is not intended to be an account of the system. Tram numbers & manufacturers from "Fleetbook of Amsterdam's Trams".

As you enter the city from the airport, (on a double deck train that could be described as a Juniper on steroids) the tramway system becomes noticeable on some of the streets passing under the railway, although the trams are not plentiful at this point.

Nearer to the city is a parallel metro/sneltram line, with the cars noticed in service and in sidings.



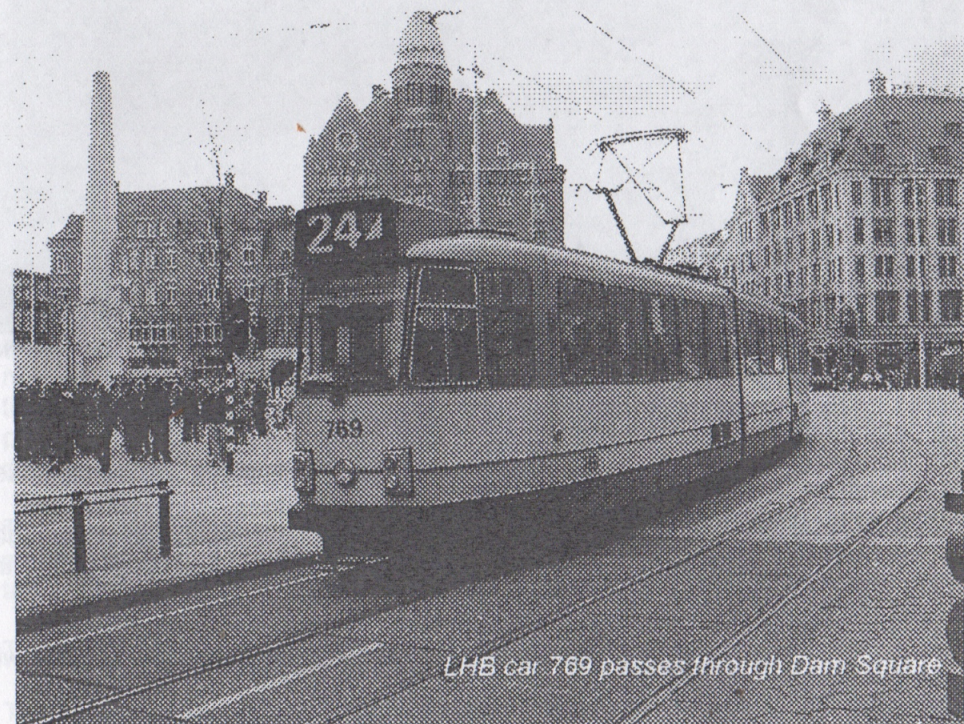
The western terminus at Stationplein for services 1, 2, 5, 13 & 17, with 718 on service 17

Around the same area for the last 2 years there has been major construction works underway for the railway (I think), the type of flyovers only ever seen here in connection with motorways. It's at this point you start to realise that public transport our country is definitely second rate.

I have always been lucky enough to leave Centraal Station into Stationsplein on a sunny winter's day. There in front of me, having been attracted by the unmistakable dring of the trams bells is a procession of cars waiting to load on the three track terminal loop. Each "platform" also has an indicator with the service number and time of the next tram.

In 2002 most of the trams were still in the yellow livery, but this year the white and blue livery was dominant. Also, last year the service 20 Circletram was in operation, this has now been withdrawn.

My first journey on the trams was a bit frustrating, we got stuck in a tram jam in Nieuwezijds Voorburgwal due, the conductress said, to a car blocking the line "happens all the time". After being stationary for about ten minutes the column of trams quickly cleared at the Paleis. It also gave a bad first impression but I have never seen a tram jam since.



LHB car 769 passes through Dam Square

The city is quite compact and the easiest way to get around is by tram, there is always a line nearby and with a map it is easy to work out interchange points, and this is always a good excuse to go a long way for a short cut!

The trams and motor vehicles are kept apart in many places, either in pedestrianised areas or tram lanes, which in some cases are just a raised kerb area in the middle of the street.



Two BN cars pass at Prinsengracht on Leidsestraat

A good place to experience the trams is Leidsestraat and Leidseplein.

Leidsestraat is a narrow pedestrianised street where the trams run on interlaced track with passing places at stops on the canal bridges. The trams' path is marked in the street by a narrow grating, which has lights switched on at night. The trams pass here quite slowly, so it is easy to get close and experience the cars and the track.

Leidseplein is busy junction with cafes and bars where you can sit and relax, with whatever you like, and watch the trams go by.



Beijnes car 634 in Rokin

The cars appear as old and new with some in between.

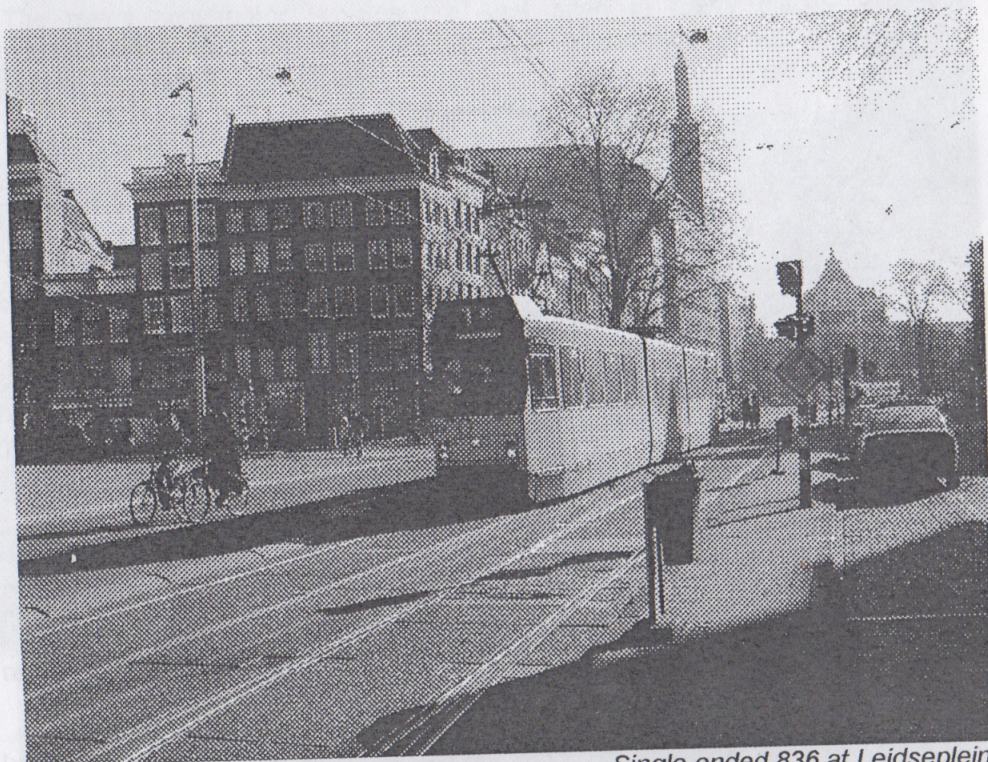
The older cars, numbered in 602 - 779, are single ended, three section articulated high floor cars. These were built by Werkspoor and Linke-Hoffman-Busch (LHB) between 1959 & 1976. Access is not easy with their high steps and narrow entrances, especially if you have a heavy suitcase. Entrances are at the front and rear, with tickets checked by the driver or the conductor, who sits in a booth next to the rear door. There is a loading area here for passengers to stand before passing the conductor to have their tickets checked. There are 3 narrow exit doors per side, although, being Amsterdam, plenty of passengers board here.

They are also pretty basic and drab inside. But you do sit above the traffic and get a good view. They are also quite quiet runners and, as someone used to buses or trains with noisy compressors, silent when stationary.

These cars are now being withdrawn and replaced by Combinos.

The "in between" cars are 2 different types.

Cars 780 – 816 are also single ended, three section articulated high floor cars, although they have a more modern front appearance and slightly wider doorways. The internal layout is standard. They were built 1979-81 by LHB. Their ancestry with the older cars is apparent



Single ended 836 at Leidseplein

817-841 and 901-920 were built 1989-92 by La Brugeoise-Nivelles. These are to the same pattern as the other vehicles but with a low floor centre section. The higher numbered series are double ended, for use on service 5.

These cars are certainly not the most attractive in the fleet and had a unique blue and white livery with red doors. Many of them are in advertising liveries and some are now in the new blue and white.

The low floor section is quite cramped as there are steps leading to the rest of the tram at each side, but is certainly much easier to board.

This year many older cars have been replaced by "Combino by Siemens" as it says on the front.

The Amsterdam version of these low floor cars has five sections. There are single and double ended versions numbered in the 2000 and 2200 series respectively.



Single ended Combino 2048 on Van Baerlestraat

Last year I noticed one on testing but this year they were operating on several routes.

Level access and wide doorways makes boarding easy. In usual Amsterdam fashion they have a conductor's desk at the rear with a loading area. (I wasn't on a double-ended one) The articulation has a section has an accordion bellows type link which did not seem as resilient as the metal on the older trams. The next stop is displayed and a gong sound precedes the name of the next stop and any relevant interchange information, not a lecture like ScotRail.

I was very impressed with these cars and it made me wonder what on earth Glasgow is thinking about even contemplating a monorail for the Glasgow Harbour project when something like this is readily available.

Last year I also caught a glimpse of one of the on loan Duisberg cars but don't know if these are still in Amsterdam.

The overall impression of the system is that it forms the backbone of the city's transport system. For a city of its size the trams are the equivalent of the Paris

Metro or London Underground. During the day the trams are full and frequent, at night they are less busy and less frequent and some unsavoury elements can be attracted to the loading area at the rear when there are no conductors. They are given priority at many points over other traffic and on the wider streets glide past queuing traffic on their reservations. They are an impressive sight at busy junctions where they clatter over the points, although it's not the first time I've seen a tram slam to a halt as the offending motor car that has jumped the lights disappears in a cloud of sand.

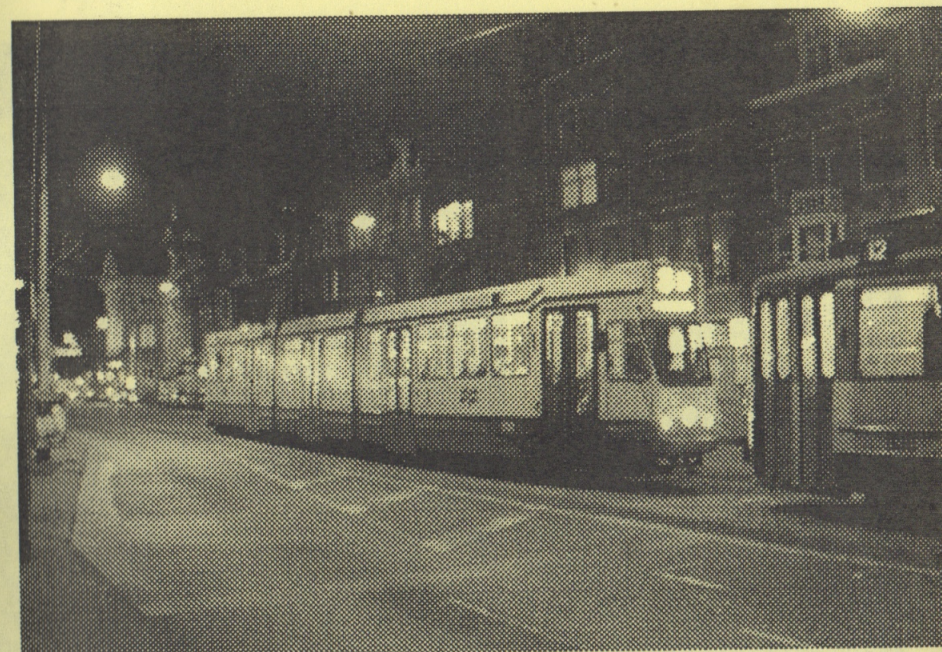
With a map it's an easy system to travel on and even if you loose your bearings there's a set of rails nearby to find your way again.

Each time we've visited my children have asked why Glasgow doesn't have them. If a six year old can see the advantages when are our politicians going to waken up?



Combino car 2036 looking like it's just "out of the box"!

Could you write an article like this? Have you got some pictures that you'd like to share? Then why not put them together and they can be featured in *Trolley*! E-mail and Postal addresses are given on page 1 of this issue.



Above: A night shot of 809 on service 3 at Concertgebouw on Van Baerlestraat.

Below: Double ended 909 at Keizergracht on Leidsestraat at dusk.

