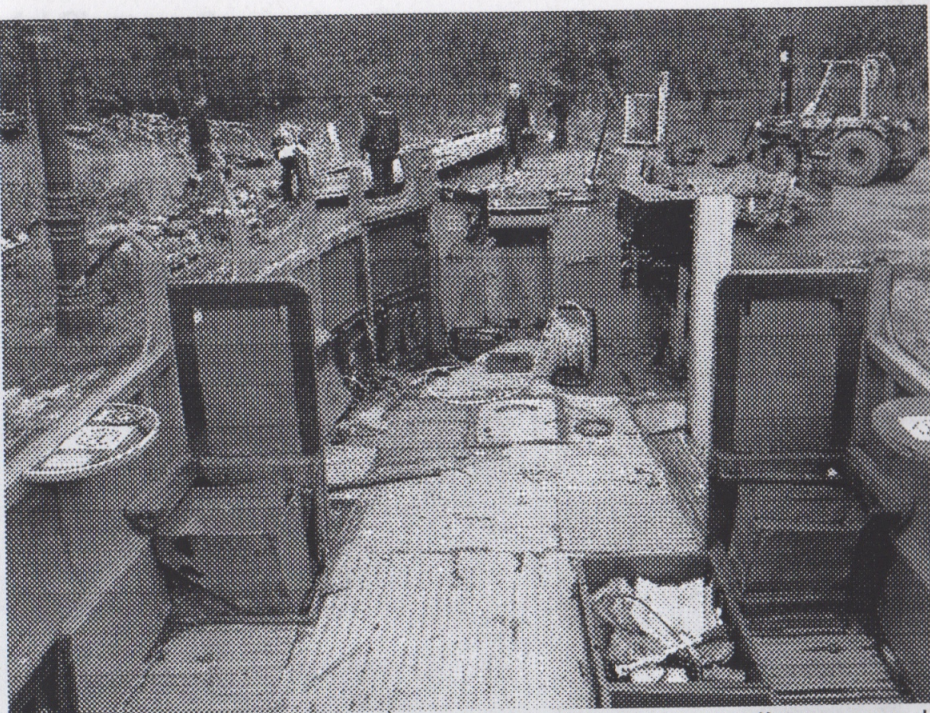
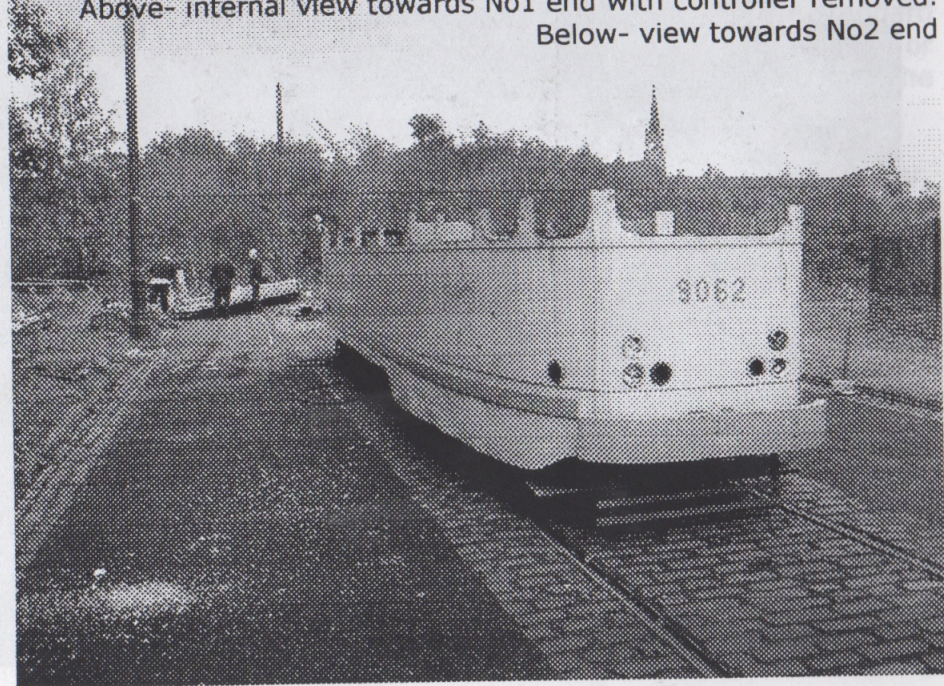




Above- internal view towards No1 end with controller removed.
Below- view towards No2 end

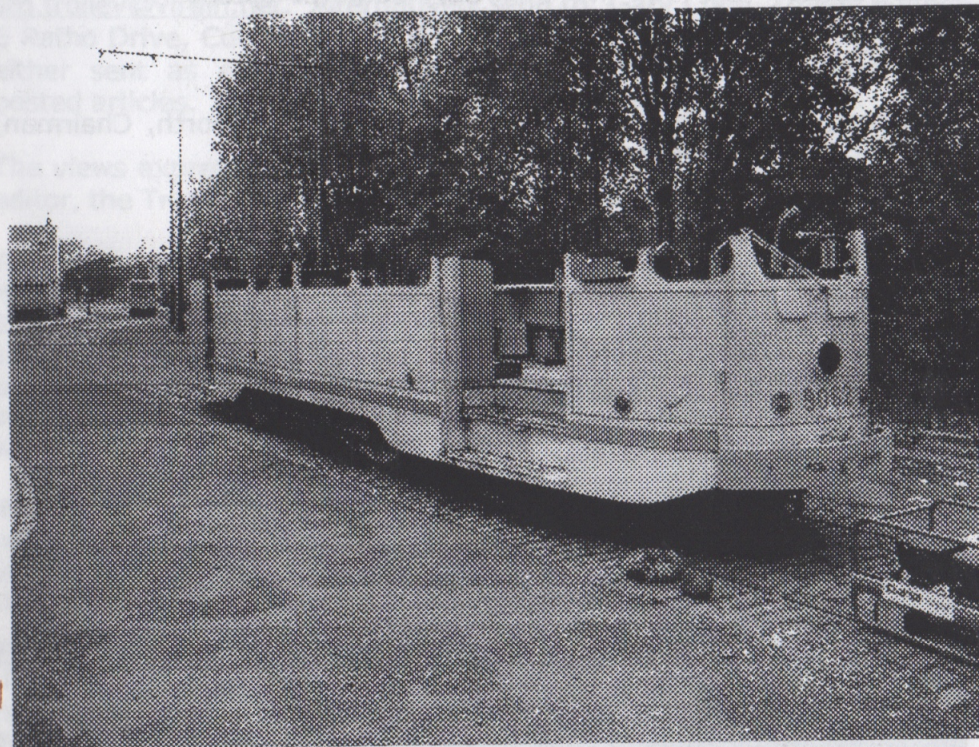


TROLLEY

NEWSLETTER OF THE SUMMERLEE TRANSPORT GROUP

Spring 2005

stg.trolley@virgin.net



MINDLESS VANDALS

TROLLEY

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 2004/5

Chairman	Brian M. Longworth
Secretary	George Broom
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

All correspondence should be sent to Brian M. Longworth, Chairman, 22 Ratho Drive, Cumbernauld, GLASGOW, G68 0GG.



Dusseldorf 392 after boarding up by STG members.

STG

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Trolley

Could you write an article with a Tramway or Transport theme? Have you got some pictures that you'd like to share? Then why not put them together and they can be featured in *Trolley*! The e-mail address is stg.trolley@virgin.net. Alternatively send 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. Pictures will be returned if requested.

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

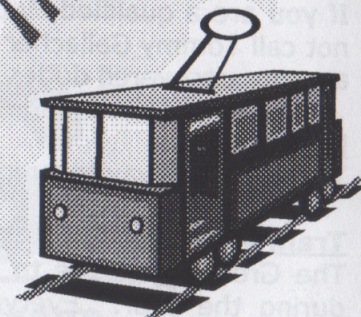
The **Cover Photos** (front, back and inside back cover) shows 9062 looking more like a Blackpool boat tram! Despite giving sterling service for many years, the car was cut up by Summerlee after its windows were smashed and some minor internal damage was caused by vandals.

Who were they? The 2 conductors at work on 9062 on the front cover of the last edition of *Trolley* were Brian Quinn & Gary Conn (left to right).

Editors Note stg.trolley@virgin.net

Unfortunately this will be my last edition of *Trolley* for the time being as I can no longer give it the time required due to other commitments, including the purchase and restoration of a ex-Northern Scottish bus! Please keep sending in your articles, either by post or e-mail, which I will pass on to the new editor. Many thanks to those who have contributed articles in the past few years.

Gary Conn



NEWS

Tramcars

Lanarkshire 53 has seen a little service when weather and crews have permitted.

Graz 225 has been the main operational car for the Winter season.

Dusseldorf 392 has been reglazed and moved into the depot.

Glasgow 1017 has been out of service due to a number of outstanding defects.

Glasgow 1245 There has been no progress on this car. It is planned to move this car to the engineering workshop in the main building.

Bruxelles 9062 was cut up last year by Summerlee on the order of North Lanarkshire Council. Apart from a small outstanding defect on the air system at No. 2 end and the damage caused by the vandalism, the car was fully operational, although had not been used in service over the last year. The car was the only one in the Summerlee fleet that had effective heaters for winter operation.

Tramway Operations

If you are a qualified Motorman and have some spare time to fill, why not call Tommy Gallacher at Summerlee (01236 431261) to see if there are any uncovered duties that suit.

Depot

The new tramway technician has started to reorganise the depot.

Tramway Modelling Group

The Group continues to work on the layouts and these will be open during the year. Everyone is most welcome to come and join the model group. Please see Duncan for more details.

Membership

Membership renewal forms are enclosed with this edition of *Trolley*. Please return it as soon as possible to Ronnie Maclean, 104 Main Road, Cumbernauld, GLASGOW, G67 4AY. Please make cheques payable to *Summerlee Transport Group*.

Sales

The Group's sales stall was open at the Spring Fling and will get an airing again at the Steam & Model Fair. Volunteers to help staff the stall are always very welcome.

Website

Unfortunately this is still inactive. As promised, details of the web address will be published in *Trolley* when the site becomes active.

Tramway Technician

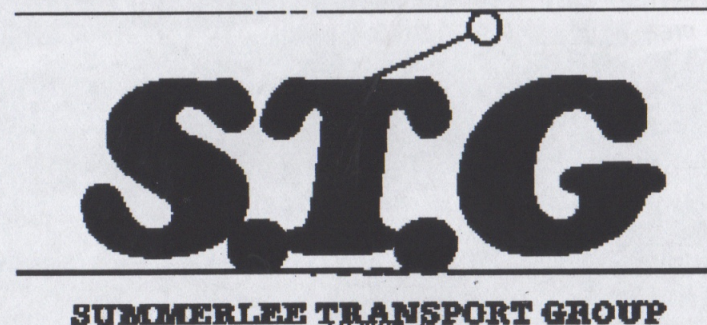
In December, Davie Sloan, was appointed as the new tramway conservation technician. He has a background of DC electrical experience as well as having experience of restoring motor cars and is interested in motor bikes. The Group welcomes Davie to Summerlee and looks forward to working with him.

SPECIAL EVENTS AT SUMMERLEE IN 2004

Sat 28 and Sun 29 May - Spring Fling

Sat 2 and Sun 3 July - Trucks & Models Weekend

Sat 27 and Sun 28 August - Grand Steam and Model Weekend



NEWS FROM OTHER SOCIETIES/TRAMWAYS

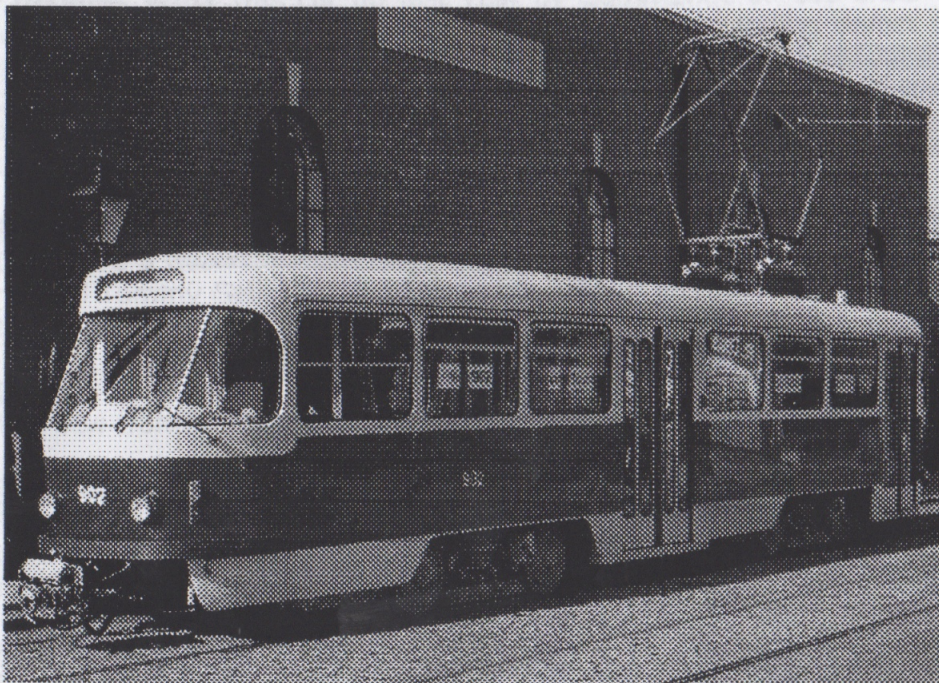
SITA - Scottish International Tramway Association

Glasgow 1016 work to remove various bolts from the car has begun, although it is a slow process to drill them out. The car is at Bridgeton Bus Garage, home of the Glasgow Vintage Vehicle Trust. You can view 1016 and the preserved buses on show on their open day on Sunday 9th October. **Web-link** Visit www.gvvt.org for further details and for information on other vehicles at Bridgeton.

Crich Tramway Village

Web-link www.tramway.co.uk

Halle 902 arrived in March after a short stop at Leipzig to exchange its trucks for standard gauge ones. It will be fitted with a wheelchair lift and become Crich's second access tram.



Verkehrsbetrieb Graz (GVB) – Graz Tramways Lennox McEwan

This all began with a casual remark at Crich, about GVB 225!

Horse trams were introduced to Graz in 1878 and electrification commenced in 1899. In 1951, 41.4 route kilometres were operated but this had dwindled to 28.9 by 1974. Around that time, there was concern that the two axle trams and trailers were unsafe (wood in the construction); money was scarce and the possibility of abandonment was considered. Fortunately it was decided to persevere. With second hand purchases, coupled with rebuilding and new vehicles, the decision proved justified.

It appears that Graz operated only two axle trams and trailers for 62 years. Post World War 2 recovery was slow and it was 1949 before the first of 50 two axle cars and 94 two axle trailers (201-50, 302B-350B and 401B-446B) from Waggonfabrik Simmering (now part of Simmering-Graz-Pauker (SGP)) took to the rails, the last in 1951. Another two similar trams (251-252) appeared in 1962 from SGP and were the last two axle deliveries to the fleet. It is suggested that these were Aufbau (rebuilt).

In 1961, the first six axle articulated tram was delivered from SGP and by 1965, 22 were in service (261-283). This delivery put paid to the last of the pre-WW2 fleet. My first visit in 1974 saw only these trams and series 201-252 (with their trailers) in operation. 1978 saw the introduction of ten 8 axle articulated trams from SGP (now 501-510) and withdrawals of the two axle trams and trailers began. Delivery of the twelve 6 axle articulated cars from SGP in 1986/87 (601-612 and now rebuilt to eight axle), with the gradual introduction of 8 axle articulated cars from the now closed Wuppertal system between 1984 and 1988 (551-571), meant the end for series 201-252. Only eight were "on the books" at the end of 1987 and it is assumed that they would have been withdrawn in 1988.

As you will know, 225 escaped the cull. Another escapee was 234 which is now with Tramway Museum Graz in company with trailer 401B. But 251 also escaped and was still with GVB, although now an Arbeitswagen (works car), when seen in 2003.

Today in Graz the city – much enlarged during the 20th century – is well served by a modern system with several routes extended and at least one new route introduced. The 261-283 series still found employment in 2003 and did not look out of place. The Tramway Museum looks interesting but I am never there on its monthly open day! I will persevere and even if it is closed, at least you can travel there on a Route 1 tram to Mariatrost which sweetens the pill a little if you too are unlucky!

The photos that follow include shots of 225 in service in Graz and were taken in 1974 by Lennox McEwan. Many thanks to Lennox for the excellent article and pictures:





A Different Kind Of Transport

Bob Sutherland

For a "heavy type" birthday (that's one with a zero at the end!), my family presented me with two vouchers for "Footplate Experience" on the Mid-Hants Railway (The Watercress Line). One half day Introductory, one full day Advanced.

I duly turned up at Ropley on 8th September and after a safety briefing was introduced to a rebuilt J94 0-6-0 tender engine, painted black and sporting "No.10" on the tender and the name "Douglas" on the smoke box sides. Apparently during "Thomas" days this has a face attached – hence the No.10.

There's a lot more to firing than just shovelling coal! Watching water gauges to maintain an ideal level (not easy when on a hill and all the water is at one end of the boiler or the other giving totally false readings); turning on water valve and steam injector to top up from the tender; placing coal to left or right, back or front of the furnace; opening/closing the firedoor according to whether the exhaust is drawing air through the fire or the loco is coasting, whether you want to cool the top of the firebox to reduce steam generation (otherwise you'll blow the safety valves – and the Fat Controller reckons that's sheer waste!) and whether you are going under an over-bridge with the risk of heat, soot and flame being chucked out on the footplate if the door is open. With nothing else to do, you are also expected to assist the driver in keeping a good lookout!!! Busy, or what?

Driving was fun! As we were "light engine" we used the steam brake and it felt good to release that (after putting reverser to the end of its travel), then gently ease the regulator open. Notch up the reverser and open the reg. A bit more and speed builds up! The noise, heat and vibration on the footplate really has to be experienced – once we got up to speed I thought the wheels must be like old threepenny bits – octagonal! The supervising crew were excellent and really only interfered if one was making "a pig's ear" of it.

On the second appointment on the 10th, I turned up at Alresford to meet with a different crew with the addition of Tony Wood, playing guard for the day, but who really was in overall charge. The loco this time was 73096 – a BR Class 5, with coaches attached (which allowed wife Pat and son Ken to ride up and down the line). A very big beast

indeed. Controls layout was quite different to the earlier engine though the basic ideas were similar.

Firing on this one called for a skill which somehow seemed to elude me – you try chucking a shovelful of coal to the front of the firebox – some twelve feet away! I managed between 8 and 9 feet, I think. The box is HUGE! Though speeds were higher, vibration and general wagging about was much less – after all this engine is built for speeds up to 80mph, and engine and tender weigh about 125 tons! Boiler pressure was correspondingly much higher too.

When it came to my turn to drive, I wound the reverser to the limit of its travel, eased off the steam brake (used for “holding” at stop and works only on the loco wheels), fully released the vacuum brake (to read “21” on the dial) and eased the regulator open just a touch and – nothing!! Nothing that is whilst the steam ran through the superheaters and lengthy pipework, then 30 seconds later, she gave a “wuff-wuff” from the chimney – and she MOVED! I cannot describe the feeling of elation!! Give it a moment or two and shut the cylinder drains.

At about 10mph, ease the reverser back to 60% cut-off and the chimney starts to bark at you! (Even more so when cut-off is reduced later to 50%). The loco throws herself into the task at hand. The line has a hump in it with 1-60 gradients; going towards it, you are encouraged to “charge the bank” and once over that, almost close the regulator (NOT shut since a modicum of steam is needed to keep the oil lubrication going to the cylinders) and start thinking about the brake to check progress. I looked at the instructor and said “Eh, um, isn’t 35mph just a tad fast?” The answer was “Why ask me, you are the man, you are in charge, do what you think is right!” Balancing the vacuum between 10 and 15 on the dial seemed to do the trick and we slowed to something more acceptable.

I was anxious not to spin the wheels on starting (as one guy did) nor to cause slide on braking (same guy again!). Entering a station after reducing to about 10/12 mph, positioning a foot either side of where I wanted, turned out to be easier than I expected – the vacuum brake was self-lapping and handled very much like Brussels tram 9062’s brakes (even though working on vacuum and not air pressure). Pat & Ken were allowed onto the footplate during “run round” of the engine

and she was waving green flags at the stops along the line. I was away working a ground frame for points and ground signals.

Everybody, volunteer or paid staff, were so friendly and anxious that one should enjoy oneself – instruction was good but not intrusive and I was given lots of occasions to make my own mind up on a course of action. Great fun! I have certificates and lots of photos to prove I wasn’t chased off the footplate with a shovel!

If you want to know more about the line, go to www.watercressline.co.uk . A most impressive and informative site. Tony Wood, the guard on day two, is Webmaster.



Model Glasgow Coronation Tram

Ronnie Maclean

Have you ever wished that you could have a perfect model of a Glasgow tram, with every detail on it, that you would be proud to have on your mantle-piece or in a showcase? Well, the St Petersburg Tram Company (a specialist model making firm in Russia) will be producing a limited run of the splendid Glasgow Coronation in "O" gauge (1/43 scale) possibly some time later this year. They have already been to Crich to check out the real thing, taking measurements and lots of photographs inside and out, as they intend to reproduce the art deco interior ceiling panels, etc., (so it's hardly a Corgi model!).

Prospective buyers will be able to specify route, destination and fleet number for their tram, or for a little extra cost, make it one of the four "Red" cars. The tram will be a static model but can be motorised. The company have already produced an outstanding selection of London Felthams and a London Trolleybus which you can see on the internet. Quality does not come cheap and the proposed cost will be around £340, but this is a limited edition which will be what it says – Limited!

If you are interested, the UK agent is Terry Russell Trams, Chaceside, St Leonards Park, Horsham, West Sussex, RH13, 6EG. Terry is now taking provisional orders. If you want to see a sample of the standard of workmanship, visit his website; www.terryrusselltrams.co.uk, or look at the model of the Glasgow single-decker Trolleybus in the Glasgow Museum of Transport.

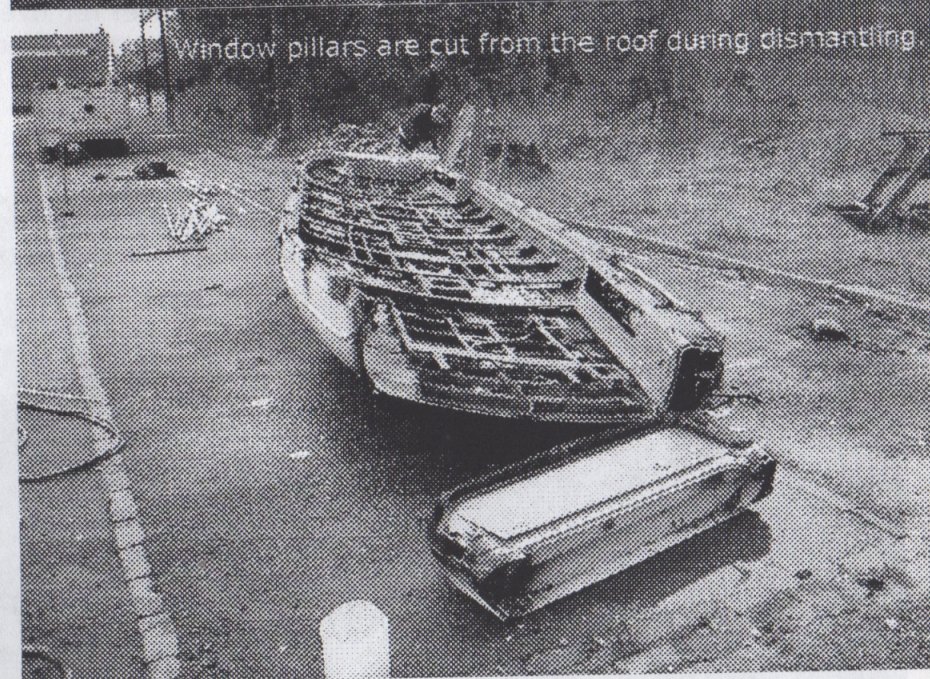
I have placed an order for one as have another three members so far. Make a good idea for the Christmas list!!!

STG

SUMMERLEE TRANSPORT GROUP



9062 in late September with smashed windows. Alan Hall



Window pillars are cut from the roof during dismantling