

Members Evening 25th May

You are invited to our members evening in the Park on Thursday 25th May from 7pm onwards
This might be your last chance until the park reopens
To be able to get some hands on driving of the Operational trams in the Summerlee Fleet.

You will also have a chance to have a look around
The tram depot and see the restoration progress being
Made by your fellow members and it might even make
You realise that there is a contribution that you could make.

Enter by the middle gate as per last year and drive down
To the tram depot where you will be made most welcome

If you have not yet renewed your subscription then
This could also be the opportunity to do so.

We do hope you will come

Tram Related Events

Blackpool Totally Transport Event on Sunday 25th June .

Related events on the Saturday.

Check www.totallytransport.info

2006 Festival of Model Trams 22/23 July at the Manchester
Museum of Transport Boyle St. Manchester.

Check the tlrs site for full details

S.T.G **TROLLEY**

SUMMER 2006

The Magazine of Summerlee Transport Group



Bob Sutherland with 53

MEMBERS' NIGHT - 25th MAY

(See Back Page for Details)



AT THE RECENT A.G. M. THE FOLLOWING OFFICE
BEARERS WERE ELLECTED FOR 2006/07

CHAIRMAN	George Broom
SECRETARY	George Murray
TREASURER	Bob Sutherland
MEM/SECRETARY	Ronnie Maclean

COMMITTEE	Bob Connor John Traynor
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TROLLEY EDITOR	Duncan White
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1017 CO-ORDINATOR	Charlie Morrison
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CLEANING OFFICER	Andy Jamieson
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Chairman's Chat

After a long drawn out winter it is time to enjoy this late spring with the delights of early flowers and trees once again coming to life. One unexpected joy is the ability to experience all this from the top deck of 53. Yes, the tramway is still running and should continue to do so into the early summer. Some final details have still to be ironed out before Lottery money is forthcoming and the development project is on hold for the short period it will take to resolve them.

Let us however go back to mid winter (well it felt like it) Thursday 16th March the date of our AGM. Unfortunately snow was forecast and I think this affected the number of people who were able to attend.

The AGM, as always, was a good opportunity to catch up with old friends and review progress made over the previous year.

Bob Sutherland our treasurer once again advised us of forthcoming legislation that will cause difficulties and expense if we wish to continue with the charitable status our Group currently enjoys. This will be a difficult decision to make when the time comes and we would welcome advice from anyone who has been dealing with this subject.

After the business of the meeting had been completed our guest speaker Neil Ballantyne the Park Manager gave a comprehensive talk on the Park development. We were delighted to learn no cut back on our running track will happen although boarding positions will change because of the new entrance.

The evening ended with a splendid buffet which because of the understandable poor turnout ended up being a feast with many attendees leaving with doggie bags.

I would like to thank all who attended and hope you had an enjoyable evening.

Bob Sutherland and George Murray our Trainers, continue to do sterling work and have provided the Group with three new motormen. Charlie Morrison, Peter Ramsay and Harvey Milligan. Congratulations to you all.

Training is ongoing but owing to the uncertainty of how long the tramway will remain fully open, there can be no guarantee training will be completed. Members who began training a couple of years ago but never finished should consider this opportunity as a chance to pass out.

Our new motorman are a welcome addition and the Park management have recognised the improvements we have made to fulfilling our commitment to crew the cars five days a week. Again, I would like to thank all those who crew the cars and with the price of petrol touching one pound a litre (probably more than that by the time you read this) I appreciate the financial sacrifice people travelling a distance to cover a duty are making.

Without fail David Sloan has been available on Thursday evenings and this is reflected in the

progress being made in the tram depot.

The fault affecting deployment of the wheelchair lift on the Düsseldorf car 392 has now been found. After spending time testing and watching the operation of micro-switches within the chair lift mechanism, the fault was actually located within the handset that controls the lift. The modern way of connecting cables is to push the wire into a clamp which cuts the insulation and makes contact (insulation displacement). One of these connections on the handset had failed causing the problem. The repair was to adopt the old fashioned way of connection by stripping back the insulation before reconnection.

Another niggling fault was that the interior light changeover switch was not operating. This switches the platform lights depending on the direction of travel. An earth fault was suspected but without a wiring diagram we just had to live with the fault, apart from the occasional poke and hope at the wiring in an attempt to locate the problem. Peter Ramsay, who had worked on the car before, identified a drawing and with the aid of this the fault was located in one of the destination illumination boxes. The box was removed from the car and we found that sleaving which should have been installed to protect the cable feeding the lamps had been omitted. The light box was rewired this time with adequate sleaving and fitted to the car. Both faults, we think, were not caused by the vandalism inflicted on the car, but would have arisen over a period of time. Finding and repairing faults like these, as well as the refurbishment required after the vandals, has given the Group a better understanding of the cars layout and will help when other faults develop. As one of our members often states 'those cars don't come with Haynes maintenance manuals.'

Work is continuing on 1017, Charlie Morrison, Jimmy Dick and John Trainer have made real inroads into sorting out the problems that have plagued this car. New pilot board supports have been manufactured by the team to reinforce the brackets that have failed. The pilot boards are not fixed to the truck, as on 53, but are fixed to the body under frame. A solid fixing is required as the board supports the lifeguard tray and the brake pull off springs.

Work has now started on the sanding gear. The sand dispensers are located in the centre of the car and have never really managed to satisfactorily dispense sand on to the running rail. The team has removed the old pipe work and has begun to manufacture new pipes. Sounds easy but these pipes have to negotiate a number of obstacles between the dispenser and a satisfactory position over the running rail. Pipe clamps, reducers and bends are being fabricated then welded together to form the assembly.

The team feel 1017 is nearing completion and are hoping to arrange some Sunday workdays to move the car forward. This may be an opportunity for people who would like to be involved but find Thursday evenings unsatisfactory to lend a hand. I think we would all like to see this car working on the line before the Park closes.

The Group is not involved in the maintenance programme but is always willing to assist David when he requires it. Many of the maintenance tasks really require two people and Dave for the most part works alone. The Group assisted Dave in adjusting the brake gear of 53 and also spent some time checking nuts & bolt tightness in preparation for the anticipated increased demand on the car because of better weather.

Attention was also given to Graz 225's pantograph. As this car is stabled outside we are

finding a regular lubrication program is required.

Andy Jamieson continues to keep the operational cars looking very smart and is planning a cleaning program for 1017 and 392 when they are brought into service.

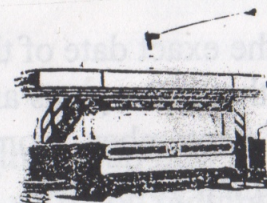
No work is being done on the Coronation car which resides forlornly at the back of the depot. The Park management however, has indicated to the Group there is a desire to get this car operational but that this will require a considerable amount of funding. The Group has also been advised by the Park management that they would like us to be involved in assessing what work would be required to get the car operational. As a first stage, do we have anyone in the Group who would be willing to undertake a photographic survey of the car?

The summer months are now with us, we are always looking for assistance on work nights. Anyone turning up will receive a warm welcome and we will endeavour to make your evening enjoyable. Come along on Thursday nights from 7pm onwards, the centre gate is open come in; you will find us in the depot or operating the trams. Sunday working is still to be decided, however if you are interested either contact the Group for details or phone the Park leaving a message for David Sloan and we will advise you once dates have been arranged.

I would like to thank all of you who have renewed your membership so promptly; your support is really appreciated. If you have not, please do so. A lot will be happening in the Park, with the STG putting forward the interests of the tramway at every opportunity.

We are organising another open evening for members and friends. So come along, meet the works groups and see behind the scenes. You will again have the opportunity to operate the cars late into the evening. This open night is planned for Thursday 25th May. Please come along.

Finally, I have been advised an exhibition of pictures showing the Heritage Park over the years will be taking place soon in the Park. As I have only been actively involved with the Group for about seven years I will find this exhibition fascinating. Would any of our members who were involved with the Group in the early days care to write an article for Trolley? Why and how the Group was formed, what training was given to motormen, how were the trams stabled before the depot was built? What is the story of the Porto car that became the donor for 53? Etc. A lot of tales to tell.





The Model Club's "O" gauge layout 16' x 2' featuring a double track with crossovers

Model Club

Although the model club port cabin is no longer in use a portable 16 by 2 end to end layout in O gauge was exhibited in the conference room on Easter Sunday and Monday.

Park Closure

We are not sure yet as to the exact date of the Parks closure but believe that if the plans are approved it will be towards the end of September. Come along on the 25th and we may be able to tell you more. Trams might run intermittently until closure.

Membership

If you have not already sent in your membership for the current year this is the last reminder you will receive.

Memberships should be made payable to Summerlee Transport Group and sent to Ronnie Maclean, Membership Secretary, 104 Main Road, Cumbernauld, G67 4AY.

Working Nights

You will have noticed under the chairmans remarks that working nights are generally on a Thursday from 7pm and we are glad to confirm that they will continue each week that the park is closed to the public as normal enabling some longer term tasks to be tackled. We also hope that the tram track from the depot to the terminus up past the cottages and coal mine will be able to continue to be powered to allow some limited tram running/testing etc. on thursdays

Web Site

Please note that the group now have an email address s.t.g@hotmail.co.uk if you require to get in touch without Using snail mail.