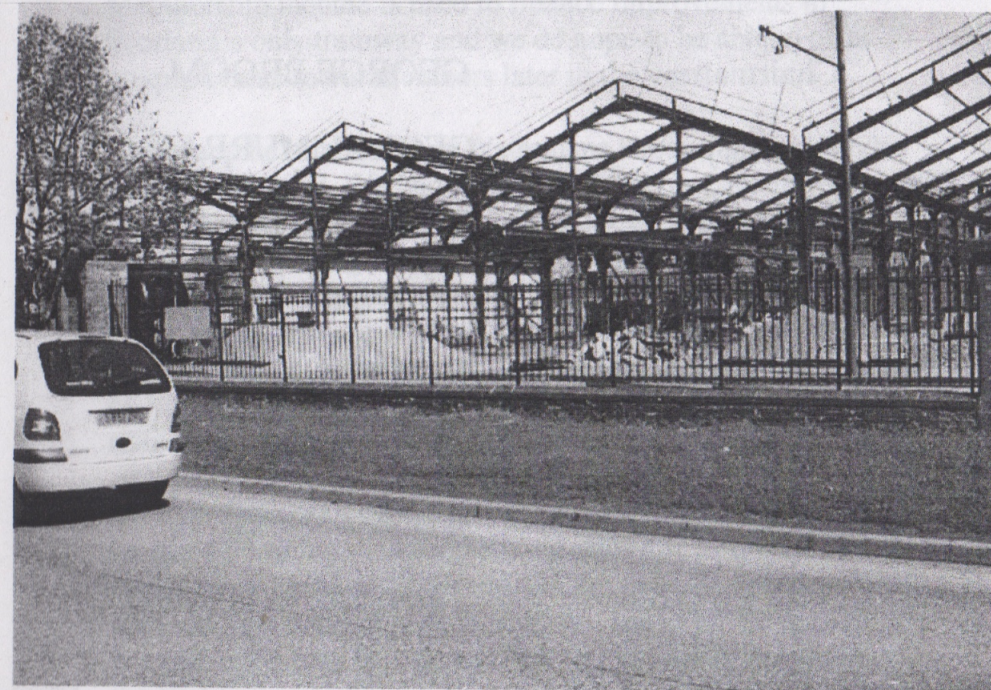




*The Policeman Said: "Follow the Tram Lines"*

**S.T.G**  
**TROLLEY**  
 SUMMER 2007  
 The Magazine of Summerlee Transport Group

# THE MAIN HALL



**Work progressing on the Main Building**





## OFFICE-BEARERS 2007 - 2008

|                   |                                          |
|-------------------|------------------------------------------|
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| Mem./Secretary    | RONNIE MACLEAN                           |
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## Chairman's Chat

This is my first opportunity to thank all of you who have renewed your subscription to the STG this year. Thank you for your continued support during a year in which membership privileges are greatly reduced due to the Park closure. Hopefully however, as the Park development progresses later this year/early next year we will be able to give our members some privileged access to the tramway while the Park is still closed to the public. As is usual, this edition of Trolley will be sent out to all of last year's membership. Can I ask if you have not yet renewed your membership yet to reconsider as, with a small group like ours, membership numbers do count?

Bob Sutherland our treasurer has advised me of the generosity of a number of our members who have included donations with there subscriptions. Thank you for this additional support. Membership income is used to finance improvements to Scotland's only tramway and we do hope to be able to offer unique events to our members later in the year.

The group held its AGM in Watermans Restaurant on Monday 19th March 2007. We had a very good turn out, thank you to all who attended. A number of issues required full and frank debate causing the meeting to run over our allotted time. This unfortunately resulted in George Murray's lecture and slide show, which was planned as light relief after the meeting, to be cancelled. The Committee remains as last year with the addition of Jim Wilson who in the past has contributed a great deal to the running of the Group.

No tram movements have taken place since Bob Connor returned 53 to the shed on the last day of operation. The complete removal of cladding from the main hall sheds, along with the relocation of switchgear, resulted in power to the tramway overhead being switched off at an early stage during the Park's refurbishment. The Builders have also taken over the



top half of the Park down to the bottom gate limiting access to that section of the tramway.

Work on the Park refurbishment is progressing with a proposed reopening date early next summer. It is hoped that the building work will be completed in December. The period till the Park opens to the public will be used to reinstall the refurbished exhibits to the main hall. Significantly, the tramway should then be available which will allow the trams to operate. This is important as dampness getting into the motors is always a concern. Driver training will be available, both to refresh the skills of existing motormen and also for anyone with the correct aptitude wishing to operate the trams.

A Park workforce led by David Sloan has made a start to track improvements. In some areas the track has been able to move slightly which has caused damage and possible trip hazards on the cobbled roadway. In affected areas the setts have been lifted. The rail is packed and then bolted down firmly onto the concrete base. Once the setts are reinstated the areas treated look very smart.

Dave will also be organising the replacement of at least a couple of the overhead poles and the reinforcement of pole 17 with stay wires. It is also planned that all the poles will be repainted before the Park reopens.

The main Depot sliding doors will also be receiving attention. The door nearest the railway line has had a few bumps over the years. This has caused damage which has allowed the metal fabric to drop. This makes it very difficult to open the doors and there is a real concern, particularly if only one person is available, that the door would not close. Quotes have been obtained and when approved a firm will be engaged by the Park to repair the door.

Thursday evening work nights have been held throughout this period with only two evenings being missed due to events

beyond our control. Again I would like to record the Group's appreciation to Dave Sloan for his commitment to these evenings.

Ian Morton, a member of the Friends for a number of years, joined our Thursday night team one evening to see what we were doing. He must have been happy with what he saw as he has joined the Group and now regularly attends work nights. Why don't you follow Ian's lead and come along one evening?

**Düsseldorf 392:** George Murray, Ian Morton and I are still involved removing areas of damaged exterior plastic coating from this car. Progress can be seen but is slow as large areas of damage require treatment.

**Lanarkshire 53:** Bob Sutherland with assistance from Andy Jamieson is repainting the ivory paintwork of this car. Real progress has been made on one side of the car. Windows have had to be re-puttied and areas of the decency panel treated for rust prior to painting. The quarter lights have also received a coat of varnish. With only the first coat of paint applied the car is looking much smarter.

John Traynor has undertaken the refurbishment of the top deck. The floor has been repainted and John is now busy rubbing down and repainting the black paintwork. This refurbishment has greatly improved the look of the top deck. David Sloan has had to put the controller refurbishment on hold as he required new insulators for the arc baffles. He is also trying to source replacement brake return springs.

**Glasgow 1017:** Charlie Morrison, who leads the team on this car, has not been able to attend work evenings as often as he would wish due to work commitments. He has however offsite been manufacturing components for the revised sanding gear.

**Graz 225:** The bodywork of this car is deteriorating as the car is stored outside. The long term future of this car is uncertain as



the wheel profiles are a cause of concern. Once the new workshop is completed 1245 will be transferred there for evaluation. This will leave space for 225 in the depot where a thorough examination of this car can be made.

**Horse car:** Many of you may not be aware that the museum has in store an early Glasgow horse tram. This car is virtually complete but only partially restored. Two well known Edinburgh enthusiasts have examined the car. They have an Edinburgh horse car body which may take part in the Edinburgh tramway opening ceremonies. Whether this visit was just to take measurements of the running gear or evaluate it with a view to borrowing and refurbishment is unknown.

A lot of work still needs to be done on the trams before the Park reopens and in order to increase the rate of progress the Group is planning to work some Sundays during the summer months. If any of you would like to become involved, please come along any Thursday evening or telephone the Park on 01236638460 to check when the next Sunday is planned. Remember, there is also a social aspect being involved with the work groups. Recently a trip was organised to the Milan tramway which was open to all which proved to be very successful.

Some of you may have read there is a deficit in funds required to complete the refurbishment of the main hall. A shortfall does exist, however the Park is actively investigating all avenues where grants may exist to help cover any gap in funding, some of which have already been successful. The refurbishment is in no way jeopardized as North Lanarkshire Council have agreed to make good any shortages at the end of the project

The FORUM set up to identify and bring together various focus groups for fundraising which was actively supported by the Friends and the STG has unfortunately stalled. To generate local interest in the FORUM we have suggested that a tram driving experience could be offered to potential groups of local businessmen etc.

Finally, a quick mention on the fortunes of the proposed Edinburgh Tramway. Should the scheme come to fruition, there are potentially many benefits this could bring to the Summerlee tramway E.g.:-

- 1 Our tramway will have much more relevance to youngsters; remember a couple of generations have now grown up since Glasgow's last Tram.
- 2 An experienced tramway workforce will be on our doorstep, potential new members for our Group and a source of expertise the Park management could tap into.

I have absolutely no political allegiances, however due to the uncertainty of the project may I suggest that if you support the Edinburgh tramway, you may wish to consider sending a letter of support for this tramway to your MSP.

George Broom

### The Hand that held the Hoover drives a Tram!

Not many of our housewives are doing jobs of war-work like this! The great majority are plugging away on more hum-drum tasks in the factories and workshops. But whatever the job these "Housewives 1945" stick it, and run their homes as well! Many of them, now more than ever, must bless the day they bought a Hoover to save their sorely needed time and energy! We're proud to have helped them do a "double job" in war-time, and in admiration say —

**Salute!**  
**FROM HOOVER**

*Hoover users know best what improvements they would like in the post-war Hoover. Suggestions are welcome.*

BY APPOINTMENT TO H.M. KING GEORGE VI AND H.M. QUEEN MARY  
HOOVER LIMITED, PERIVALE, GREENFORD, MIDDLESEX





# MILAN PETER WITTS

Visit to Milan by George Broom, Ronnie Maclean and George Murray

We three intrepid tram buffs flew to Milan in early May for 4 nights staying at a conveniently situated hotel 4 tram stops from Central Station all expertly arranged by our official travel agent, Marjory Broom. Our primary aim was to ride on the famous 1928 designed "Peter Witts" which are still in hard daily use on easily half of the 17 city services. Fears that these remarkable machines might disappear soon were soon dispelled when we saw just how many (about 175 out of the original 502 supplied) are out and about every day on most parts of the system.

Typical of continental city transport, there are 24 and 48 hour ride at will tickets which cover all trams, metro, buses and trolley buses within the city limits. These were modestly priced at 3 euros and 5.5 euros respectively and are validated on the first vehicle. We made sure we got our full euros worth each day mainly of course on the trams. The system is still very large despite signs of some track being abandoned and is still nearly as big as Glasgow's once was. There is a pleasing mixture of narrow streets where the double track takes up the whole width of the carriageway contrasting with many wide boulevards where the dual carriageways have a line of mature trees either side of a central tram reservation allowing the trams some very fast unhindered running. The streets and boulevards often converge on piazzas where there can be quite intricate track work which sometimes incorporates turning circles for short workings (all trams are single ended). Surprisingly, considering the narrow width of some streets in the city centre, there is only one instance of single track layout and this is controlled by signals. All traffic lights have specific lights for the trams where a horizontal white bar means stop and vertical or angled bar means proceed in the appropriate direction. Disappointingly the trams did not get any priority at traffic lights and journey



**Peter Witts tram at La Scala**



**Depot - Deposito Leoncavallo**

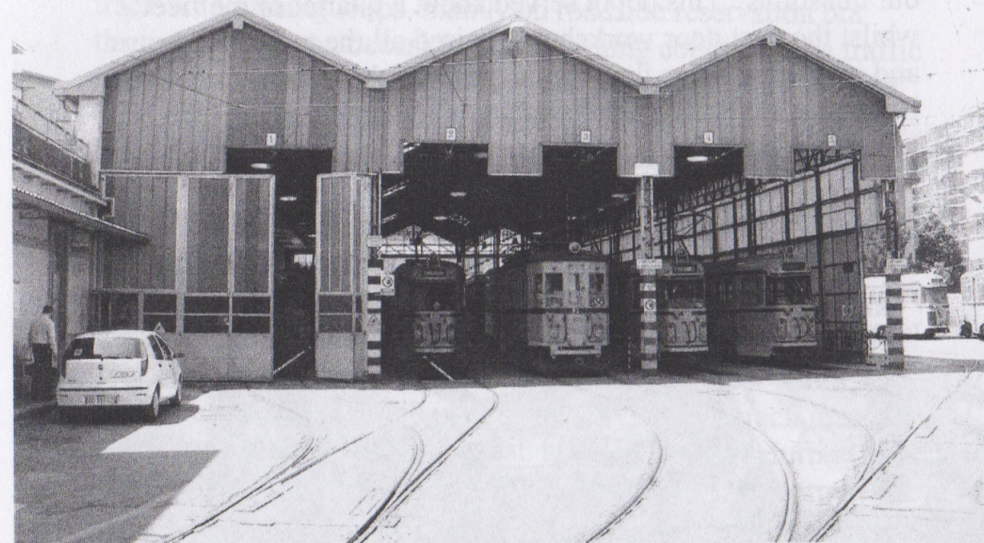


times did suffer at times. A pre-emptive traffic light phase for trams would improve the service significantly.

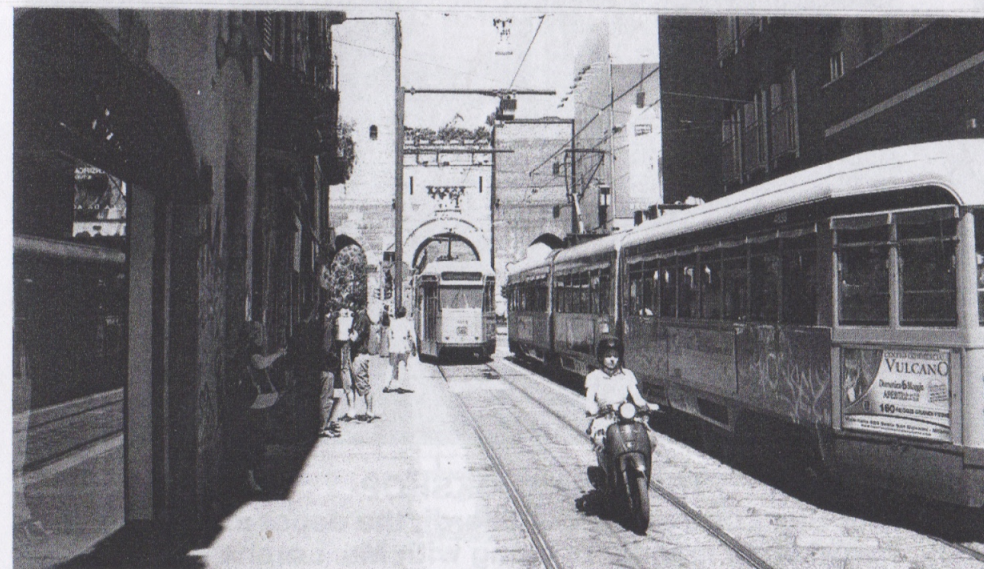
There are 6 main types of tram in daily use: about 175 Witts, 33 six axle articulated from 1955/60, 44 "Jumbos" rebuilt articulated from 1976, 100 new build "Jumbos" from 1976/77 built by Fiat and Stanga, 26 Eurotrams (Strasbourg style) from 2000 built by ADTranz, and 93 Series from 2002 built by Ansaldo-Breda (58 x 8 axle and 35 x 6 axle versions). There are many more Witts in store and some 1920's 2 axle works cars for sand spreading and snow ploughs. Two Peter Witts have been converted into restaurant cars which operate in the evenings and seem very popular requiring advance booking.

All trams are driven very hard and as fast as possible at every opportunity. The typical driving technique on the Peter Witts is start on notch 3 for 2 seconds, first parallel for 2 seconds then full parallel (ignoring wheel spin!) all the way to next stop, shut off at start of loading island, full air brake application and stop (just) at end of island. It is a tribute to the original design of the steel framed body that these cars are still in such remarkable condition. They have of course been rebuilt over the years but the basic bodywork is the original. The main change from the pre-war layout is the passenger flow has been reversed from front entrance and centre exit to the provision of a rear entrance with exit at front or centre. Since one man operation became the norm some years ago, the seated conductor console has been removed allowing more standing room in the rear area. Although the centre door is marked as exit only, passengers invariably use all 3 doors for on and off which seems to work well enough as dwell times at stops are fairly minimal.

We had requested a depot and workshop visit through the public relations department of ATM (Azienda Trasporti Milanesi) which was efficiently arranged by Ms Lorena Bisighini who introduced us to the respective managers of the Leoncavallo Deposito and the Teodosio Workshop. This visit was the



**The Interurban Depot on the Limbiate Line**



**Street Running in Milan**



highlight of our trip and we are most grateful to these three members of the ATM staff for their interest and for answering our questions. This depot served about a quarter of the fleet whilst the next door workshop repaired all the tram fleet (city and interurban) plus the running gear for the three metro lines. Body repairs for the metro were carried out elsewhere as were repairs for buses and trolleybuses.

Sig. Lugo, manager of the depot told us how to reach the interurban line out to Desio in the north of the city. This useful information was acted upon with us taking service 4 to the terminus which met the incoming interurban line. The stock for

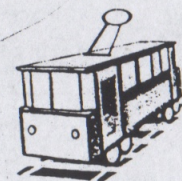


**TEODOSI WORKSHOP**  
with Sig. Lugo and Sig. Accardi, the depot and workshop managers along with Ms. Lorena Bisighini, our guide from ATM Public Relations Department and the three stooges

these interurban services comprise 2 x 1960's motor cars with a trailer between. The Desio line is about 14 km long being single track with passing loops, mainly on roadside reservation but through villages on occasion gutter running counter to the traffic in one direction. The service is not on a fixed interval and one must read the timetable carefully to avoid gaps at off peak times. The young conductor on the car spoke a little English and was able to tell us how to get to the other north bound interurban to Limbiate whose terminus was only about a mile by bus west of Desio line's inner terminus. Needless to say we decided that we should grice that line as well. The second line was quite similar in most respects with the same vehicles and track style but with more attractive adjacent districts. Both lines had dedicated depots each with some very elderly stock in store which may still be used in the rush hour. A third interurban runs to the south of the city and has in recent years been incorporated into the city system and is served by route 15 which runs into the city centre partly on the tracks of service 3 and partly on new tracks on streets not previously served by trams. We did not manage to travel on the 15 so will have to go back again!

All in all this was a most enjoyable trip and we would recommend anyone who likes to ride on traditional street running trams to consider a visit to Milano. The weather was also very kind with temperatures in the mid 20's C which allowed for extremely pleasant alfresco dining and beer quaffing!

George Murray



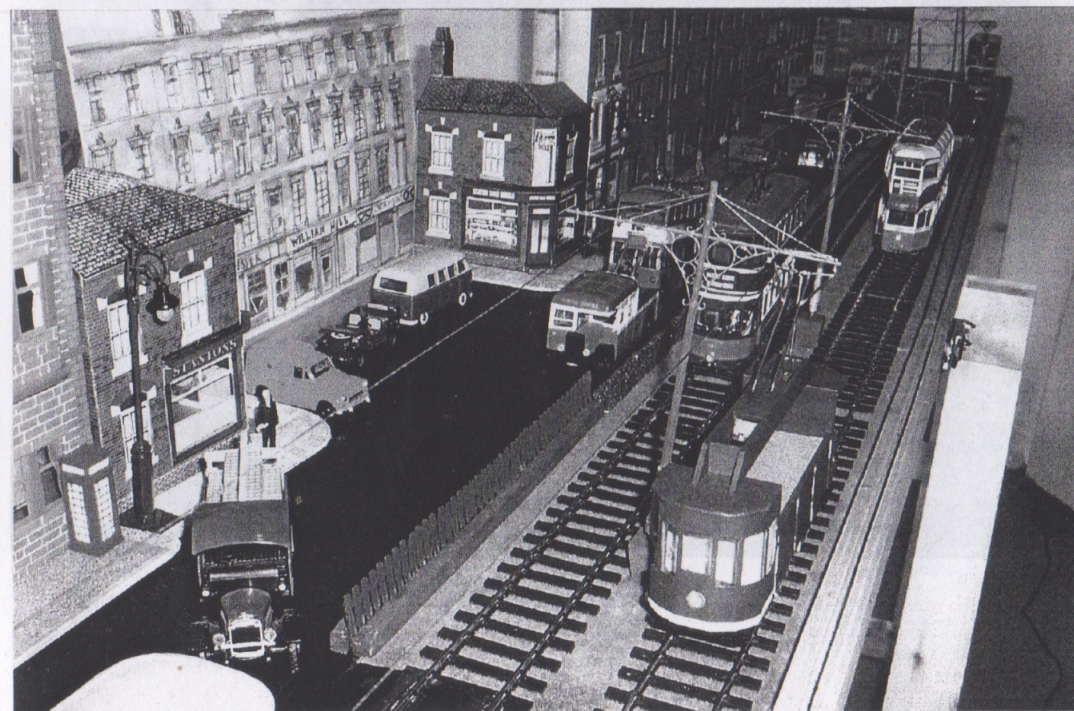




**A PHOTOGRAPHER'S VIEW OF**



**TWENTIETH CENTURY TRAMWAYS**



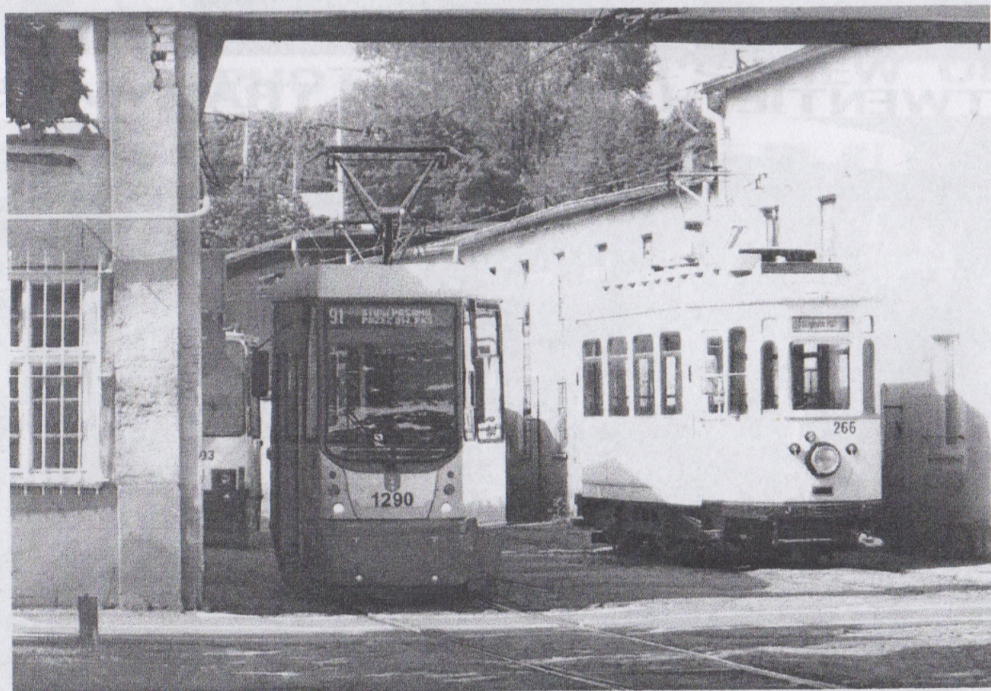


## Another interesting holiday destination (with trams) **GDANSK**

As some of you may know Edinburgh Airport now has more European Flights. Easyjet now go to Madrid, Munich and Milan. Central Wings has opened up Poland too. They now fly to Warsaw, Katowice and Gdansk from Edinburgh.

We have just returned from a five night break in Gdansk. The flight took 2 ½ hours. Gdansk has an extensive Transport network and has over 200 trams. This made the holiday very enjoyable!

At the moment some of the tram lines are being reconstructed so there are lots of good photo opportunities if you want to take pictures of such things as overhead wires being replaced and new tracks being laid. On our explorations we came across sections of



**At Abraham Depot**

the tramway that had been relayed. This work had obviously been done in conjunction with an upgrade of the whole street making the area around the tramway very clean and modern. Something George assures me the new Edinburgh Tramway will be doing for the streets of Edinburgh.

A 24 hour ticket costs 9.10 zloty, less than £2. We were fortunate and managed to go on all the routes and replacement routes that were operating. The trams themselves were a mixed bunch, very clean but some showing signs of wear. In fact one of the trams we were on had to return to the depot when it reached the terminus as one of the rear doors had fallen into the passenger area.

We were lucky to see a Bergmann tram which was built in 1927 in the Northern Shipyard (today Stocznia Północna) in Gdańsk at Abraham Depot. It was part of a special order for the opening of



**At Nowy Port Depot**



the new tram line to the Stogi district, which took place on 1 July 1927. If you would like to read more about the trams, could I suggest you look at the Gdansk tram website [www.zkm.pl](http://www.zkm.pl) which tells you all about them.

You can catch tram 2, 6 or 8 to Jelitkowo, a park area. When you cross the road, you go through another small park and end up at the Baltic Sea. This is the most beautiful golden white sand I have seen, hard to believe so close to the Gdansk shipyards. From Jelitkowo you can walk along the beach path to Sopot - one of the tri city towns (Sopot, Gdansk and Gdynia).

We also went to Stogi Plaza on Tram 8, which led to another beautiful beach.

We were also able to see the Depot at Novy Port which was quite picturesque although the surrounding buildings are a bit run down.



Track reconstruction outside Central Station

It would be very remiss of me not to point out what a great city Gdansk is. They have painstakingly restored the old town to its former glory after the destruction of ww2. There are many sights to see in Gdansk and lots of pleasant walks in the area too.

The icing on the cake is that it is still relatively inexpensive and one can afford to eat and drink well.

Look out for the Gold Wasser; Gdansk Gold Wasser is the Polish version of the Danzig Gold Wasser, the German one. Pretty lethal!

Marjory Broom

Congratulations to **Brian Quinn** who has been elected as this coming years chairman of the STTS.

A big thank you to **Andy Jamieson** for all the small change he collects and hands in to our treasurer every month or two to add to the groups funds.

## Membership

Renewal of membership is invited from those members who have not yet done so. This will be the last edition of Trolley that you will receive if you do not do so.

Subscriptions should be sent to  
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Membership Secretary  
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Cumbernauld  
G67 4AY