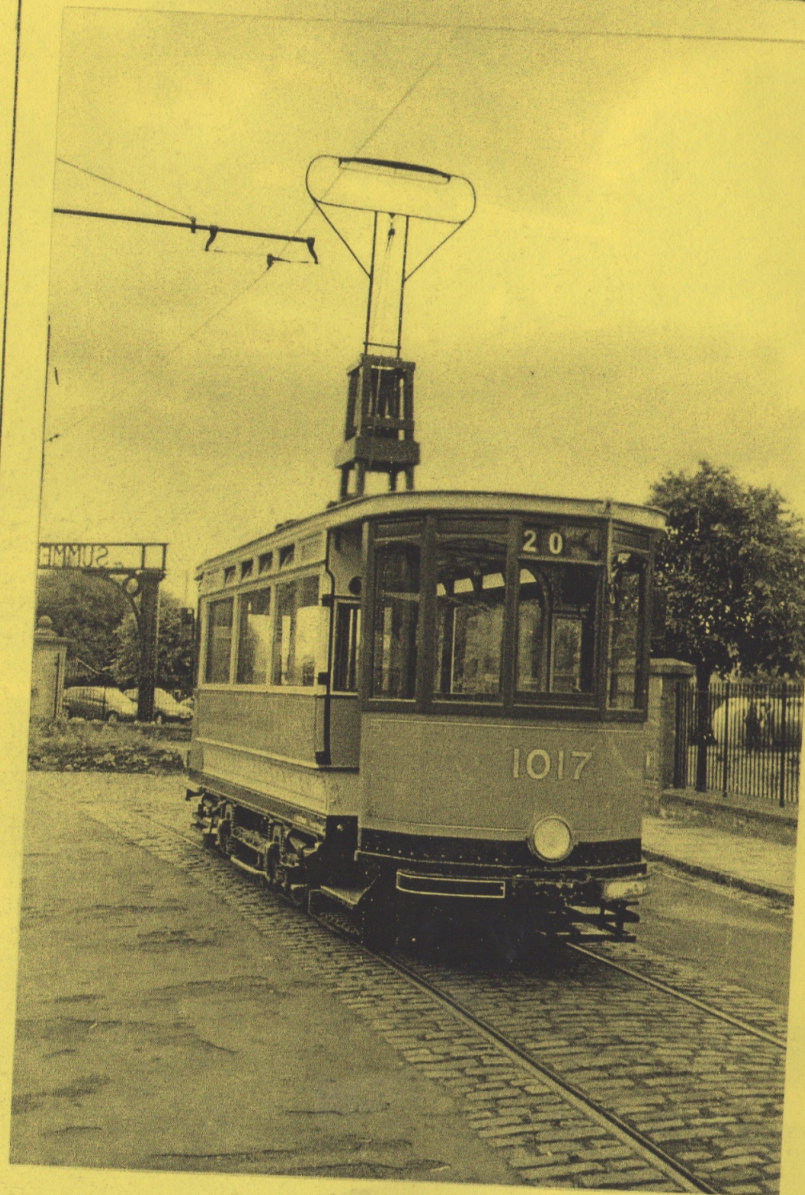


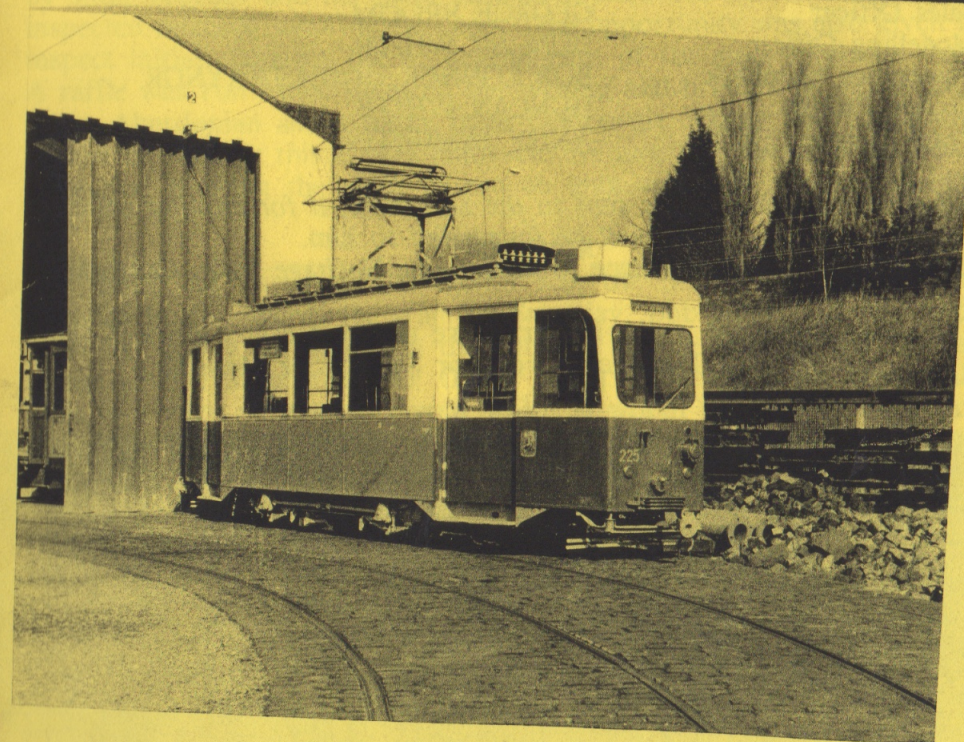


S.T.G

TROLLEY

WINTER 2005

The Magazine of Summerlee Transport Group



**225 - Our Service Car Today -
and before Summerlee
(SEE CENTRE PAGES)**

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

The Committee 2005

Chairman	GEORGE BROOM
Secretary	GEORGE MURRAY 22 Muir Wood Crescnt Currie EH14 5HD
Treasurer	ROBERT SUTHERLAND
Membership Secretary	RONNIE MACLEAN
Sales Officer	GEORGE BROOM
Modelling Officer	DUNCAN WHITE
Committee Members	BOB CONNER, JOHN TRAYNOR
Trolley Editor	DUNCAN WHITE
Tram Cleaning Officer	ANDY JAMIESON

All correspondence to be sent to the Secretary, if for another officer this will be forwarded to him.

Do not send correspondence to Summerlee Heritage Park, Coatbridge

The views expressed in the Magazine are not necessarily those of the Editor, The Transport Group or Summerlee Museum.

Chairman's Chat

GEORGE BROOM

August was a busy month for the Group. Our long overdue Open Evening was a great success. All who wished a shot of turning the handles were given the opportunity under the watchful eyes of Bob Sutherland and Ronnie Maclean who gave instruction on 53 and 225 respectively. It was very pleasing to meet again some of the old Thursday night gang who took this opportunity to meet David Sloan our Tramway technician, some indicating they will become involved again once as time permits. Refreshments in the depot were organised by John Traynor and his wife, sustaining members and friends as they inspected ongoing work in the depot. The opportunity was also given to inspect initial plans for the re-development of the main exhibition hall. A raffle was run which financed the evening and brought an extra smile to an Aberdonian and a party from Edinburgh. Thank you to all who turned up making this a very enjoyable evening and especially to David Sloan for allowing the night to run on long after the normal finishing time.

STEAM FAIR

The other big event of the month was the Steam and Model Fair. Douglas Boyle covered the tram on Saturday, Bob Sutherland and Andy Jamieson taking command on the Sunday. Ronnie Maclean and Duncan White gave their portable 'O' Gauge layout an airing in the Main Hall. This is a very impressive layout which is worth tracking down if you have not already had the opportunity to view it. Ronnie and Duncan exhibit it at various events throughout the year. Margie ran a Tombola on the Sunday assisted by her mother and Bob Conner, raising over One Hundred Pounds for the Group and re-establishing this popular attraction. John Traynor opened the Tram sheds giving visitors an opportunity to see behind the scenes.

Only two cars are operational at the moment Lanarkshire 53 and Gratz 225.

53. As always is the favourite to operate, but does require two crew members. Good use is made of this car whenever the opportunity arises.

225. The workhouse of the fleet soldiers on covering the bulk of the services. We are becoming concerned about the tyre profile of this car as excessive squealing on dry days is very apparent, a clicking noise



A Balloon at Fleetwood

from the truck when the car runs has also developed. A visual inspection while the car is moving has shown nothing obvious, brake gear has been inspected giving us the confidence to continue operating the car. Once 392 becomes available a more thorough examination and assessment will be possible.

1017. A number of defects have been found on this car. David is concentrating on rectifying the hand brake which never satisfactorily operated.

1245. No further work on this car has been done or is planned for the forcible future.

Work nights on Thursday evenings have been continuous with the exception of only a couple of weeks while David was on holiday. Flooding of the pits however, due to a major water mains failure restricted some of our activities for a couple of weeks. Work continues with the Group, assisting David, only on Dusseldorf 392 which we feel has three outstanding problems still to be addressed before we can bring it back into service:-

1. Track Brake. Some time ago the track brake was inappropriately operated and hit a set. This resulted in the loss of the brake plate. David has agreed to arrange the manufacture of a couple of replacement plates in the Park workshops.
2. Barrier separating wheelchair lift from passengers. This is a requirement imposed upon us by the Railway Inspector. Sliding doors were temporarily fitted into the end bulkheads. However, it was found this caused unacceptable restriction on the manoeuvrability of the wheelchair. Investigation on fitting a barrier within the passenger saloon is ongoing.
3. Low voltage electrical equipment. The car sustained damage to the control panels during its attack by vandals and also had to endure several months with only basic protection from the elements. Last week, we connected batteries, temporarily for the first time and were delighted to find most of the low voltage circuits operational. Further testing will have to be done over the next few weeks. However, it is looking good. Unfortunately a fault has been identified with the wheelchair lift which will probably have to be looked at by the supplier as we do not wish to invalidate gaurantees.

Once the above work has been undertaken and minor jobs, such as fitting wheelchair clamps, the car may be ready for initial service.

However, considerable work is required to improve the appearance of the body-work which deteriorated while stored outside.

NOT ENOUGH VOLUNTEERS

Work is required on all cars; however at this time we do not have enough active volunteers to tackle outstanding work on the rest of the fleet other than cleaning, which Andy has undertaken. For example the ivory paintwork on 53 has deteriorated badly over the last couple of seasons. This is one of the jobs the Group could undertake if volunteers were available.

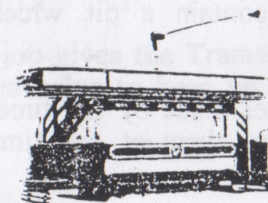
Why not come along on a Thursday evening, have a spell training with Bob, see what the rest of us get up to. Hopefully you will enjoy yourself. We will do our best to ensure you do, and with a bit of luck you will be part of the team.

TROLLEY RE-LAUNCH

The re-launch of Trolley has only been possible thanks to Duncan White agreeing to once again edit and produce Trolley with the assistance of Ronnie Maclean. This, we hope, will address the criticism levied last year that members were not being kept up to date with developments in the Park. The Trolley content will be enhanced if any one has interesting articles they, as in the past, wish to submit.

Another initiative is a trial of an email that members can write to the committee to obtain or pass on information. The email address is s.t.g@hotmail.co.uk (note no full stop after g).

Most years the Group has had a Christmas Night out to which members and friends have been invited. At the moment venues are being investigated by Andy Jamieson. If you are interested in attending this year's event, please email the above so we can get a rough idea of numbers. Once details are available we can then reply. Details will also be posted in the Tramshed.



£9.9 million to Upgrade Summerlee Heritage Park

THE SCRIBE

The Heritage Lottery Fund is giving £4.78 million to help towards the upgrading of the park. The remainder of the money will be met in the main by the Council and donations. This is great news as it will be the first major change since the park opened in 1987.

At the time of writing the plan is to develop the main hall, improve the collection, storage and re-furbish the conservation workshop. There will be a new entrance for the main hall with visitor orientation space and new facilities—cafe-shop—and toilets. The museum's collection with an increased display space will be re-interpreted. It is intended to create a link between Summerlee Ironworks and exhibits in the main hall. An education room will be provided and there will be improved facilities for schools. The refurbishment of the conservation workshop should provide income generation and training opportunities.

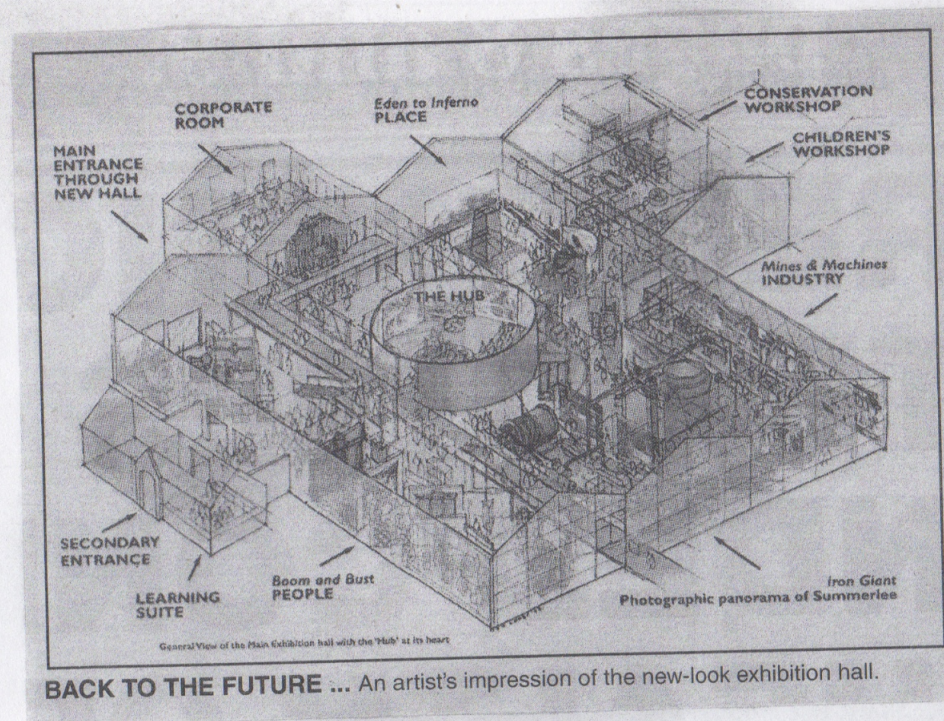
CLOSURE

The main hall should close to the public on 1st April 2006 to allow it to be prepared for building work to begin on the 1st October 2006. The existing cottage entrance, shop, exhibition area, offices and cafe will be vacated at a later date to allow work to start on them on 1st October 2006.

No fixed date has been made yet as to the suspension of the tramway, and we shall keep you up to date on this. We shall lose a small bit of track at the main gate to provide space for the new main hall entrance.

Tram restoration will still be able to be carried out in the depot during building work as the depot is unaffected by this. It is hoped that a spur will be taken off the main track to run into the new conservation workshop and that it will contain a pit which should make major maintenance jobs easier.

Doubtless there will be changes made by the time work starts but these are the plans as I understand them at the time of writing. Exciting times ahead for us all.



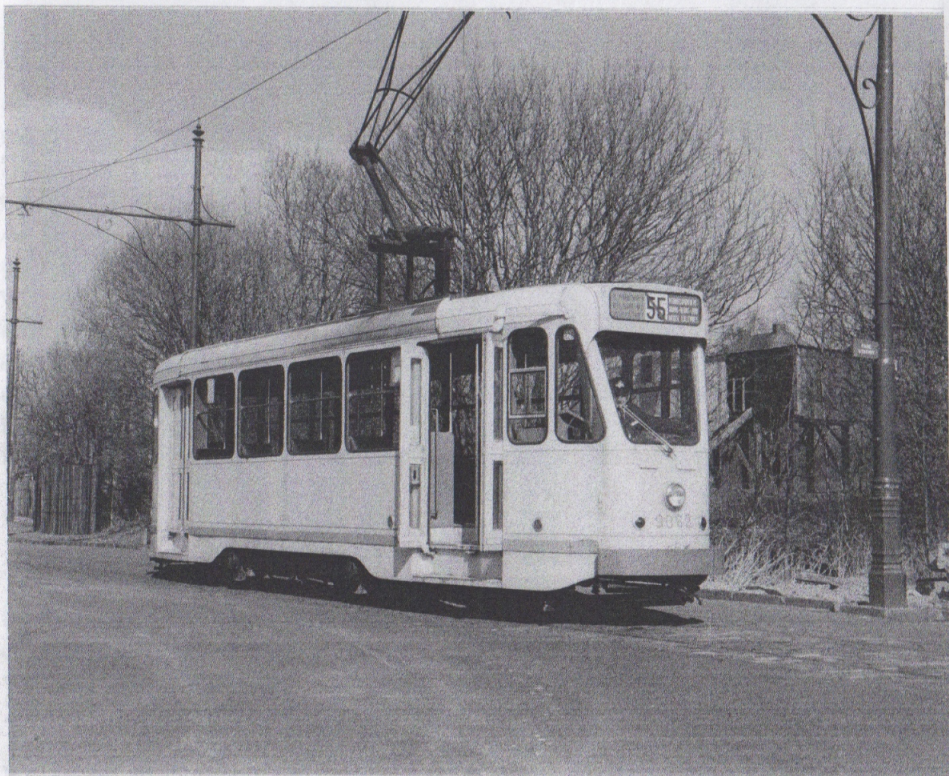
Thank You!

The Committee and the Park Management wish to express their grateful thanks for the excellent work done by Andy Jamieson (and his team) in his role at Tram Cleaning Officer.

This important job gives the Tramway a good impression to the public and helps to keep up the good name of the Park.

Thanks Andy. Ed.

Gone – But Not Forgotten!



A Recent Picture of 9062 before being vandalised and ultimately scrapped.

MEMBERS' NIGHT

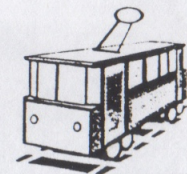
Some 30 Members and Friends with the Committee met for our Members' Night on Thursday 4th August.

Both trams were out (225 and 53) and most members had "shots" of driving the trams (sorry Bob controlling).

As dusk came down we retired to the depot for refreshments and a chin-wag. Unfortunately the weather was not to kind to us but a good time was had by all. Ed.

Congratulations to our Former Chairman

Congratulations to Brian Longworth who has now been appointed as a driving instructor at the National Tramway Museum or Village as it is now called at Crich. Brian has been involved at Crich since the late 60's and despite his later commitment at Summerlee, always kept up his involvement doing duties as a motorman at various times over the years with the occasional holiday week driving. Since his semi-retiral from work he is now devoting time on a voluntary basis to the Transport Museum at the Kelvin Hall as an archivist trying to locate and catalogue many of the tram related collection. I am glad to say he is still showing an interest in Summerlee despite his other involvement with 1016 which is now starting its restoration with S.I.T.A. at Bridgeton Bus Museum. Brian has also been elected as Vice-Chairman of the STTS this year and will take over as Chairman for a year, next May, So as you can see he is still very heavily involved in the voluntary tram scene.

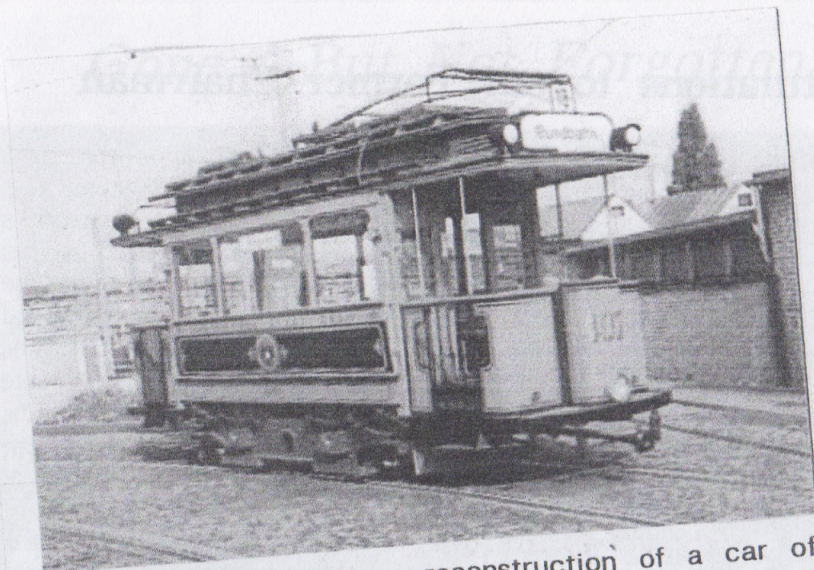


Happy 50th to Andy Jamieson

Andy Jamieson our hard working Cleaning Officer has hit the big 50 and I understand celebrated it with a few drams of his favourite tippie – a good Scotch Malt. Andy has worked away from the limelight for a number of years keeping the trams clean by sweeping them out, mopping the floors, cleaning the windows, polishing the brasswork and washing down the outsides to mention but a few of his activities. It is not the most talked about activity but is a very necessary part of the Groups input in helping to operate the tramway. Andy is of course a very regular conductor on Sundays.

Next time you drive, conduct or are a passenger on our trams have a good look around and you will see the hard work and dedication he puts into keeping them clean.

More power to your elbow Andy and a big thanks for your efforts so far.



COLOGNE CAR 407 - a reconstruction of a car of Cologne's very first fleet. The replica is based on a similar car from another source.

Photographs
by the kind
courtesy of
Motorman
Stefan Mink
of Cologne



With matching trailer (No. unknown) at Hauptbahnhof (12-07-76)



With Trailer 336B at Hauptbrücke (13-05-83).



With Trailer 336B at Krenngasse terminal loop (13-05-83)
(Looking at the curve one wonders if there was anything like the squeal evident nowadays at Summerlee?).

WILLIE WILSON

The photo shows Willie at the controls again after having the misfortune of loosing his left leg from below the knee last winter. However he is a keen tram enthusiast and being member No. 5 was determined to get driving again as soon as possible. He had a few runs on this event day and since it is his left leg was able to operate the Hand-brake without any trouble. Hopefully it will not be long before he is back driving again on a regular basis.

To help pass the time whilst he was

recuperating last winter and this spring Willie who is a superb model tram builder decided to build a new "O" gauge layout in his garden shed. After some negotiations with his wife May it was agreed that she would have shelves put up to hold her garden equipment and sprays 6 feet up, whilst Willie could have shelves put up about 3 feet off the ground to run in a "U" shape around the shed to act as a base to build his new layout. Both parties happy, Willie set to work and over the months the layout started to come to life. He builds his own track and runs the trams as they should be, on a live overhead, so as you can imagine it was no small task to take on. The track has been infilled in the main with polyfiller and is predominately street running with electric points and no less that 13 dead sections on the overhead on the main double track which allows 7 to 9 trams to run at any one time. Both ends of the "U" have a turning circle and there is a permanent



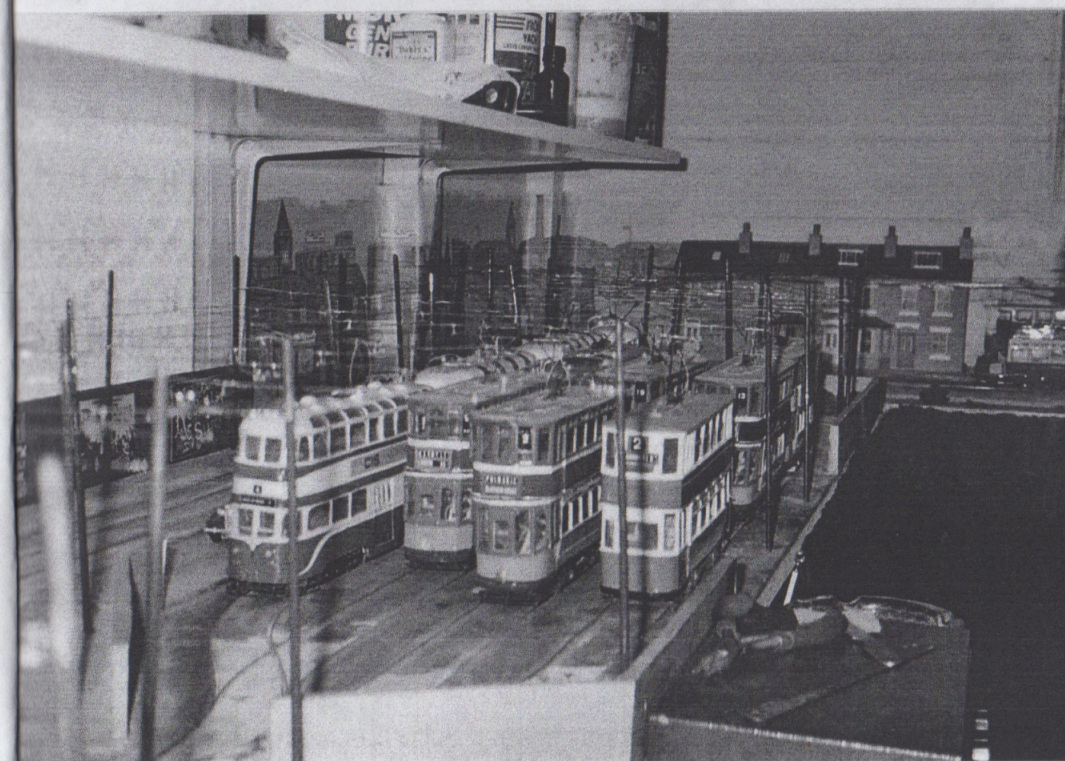
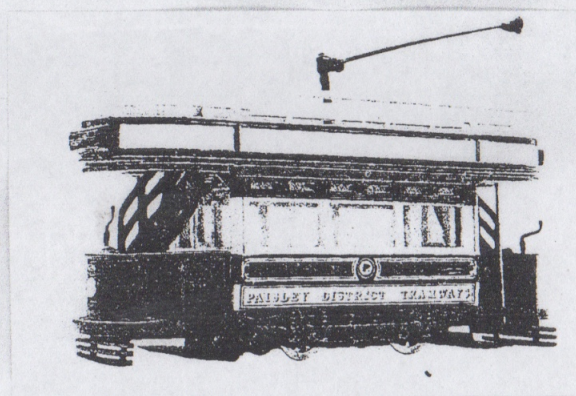
way yard at the right-hand top end with 2 dead sections. There is also a large open depot or storage area as he describes it which with its track work can hold 18 trams. It of course has no less than 15 overhead dead sections. This is placed near the bottom of the left-hand side. The street scene that it runs through has a variety of houses and shops plus cars, people and commercial vehicles.

Willie has built all the trams himself over the years, has a selection of various systems of trams operating, some with trolley poles, some with pantographs and others with the bow collector, so you can imagine that the overhead had to be perfect for all types of pick up to operate perfectly-which of course it does.

When you walk into the shed on your first visit which Duncan White and I did a few months ago it is quite simply breathtaking to see such a perfect layout running double and single deck trams in such numbers. Summerlee is represented with fine models of 1017 and 225 (in proper green) and there is a model of the Coronation 1245 but at least his runs. It is a pity in way that this is a permanent layout as it would easily outclass anything else you could see at a model railway show. Oh least I forget he has had a very intricate "00" layout in the small bedroom upstairs for many years!

As you can see he is a man of many talents and does not let the loss of part of a leg hold him down. The photos we show do not give proper credit to this magnificent layout. Well done Willie.

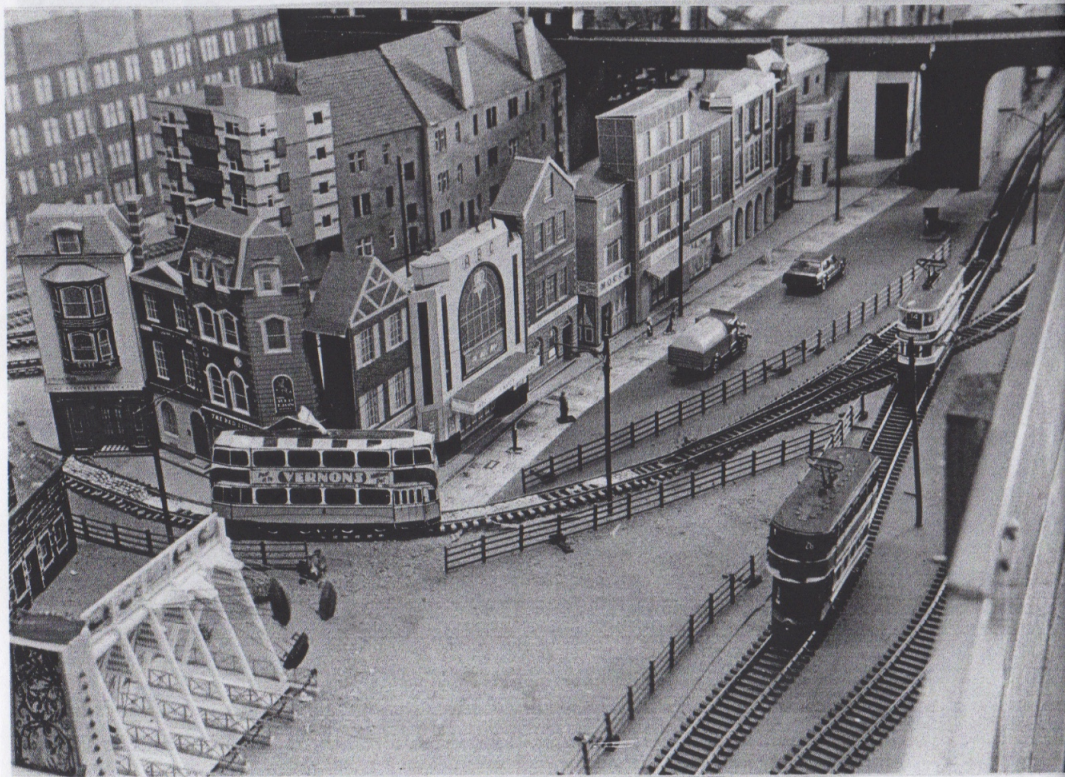
Ronnie Maclean



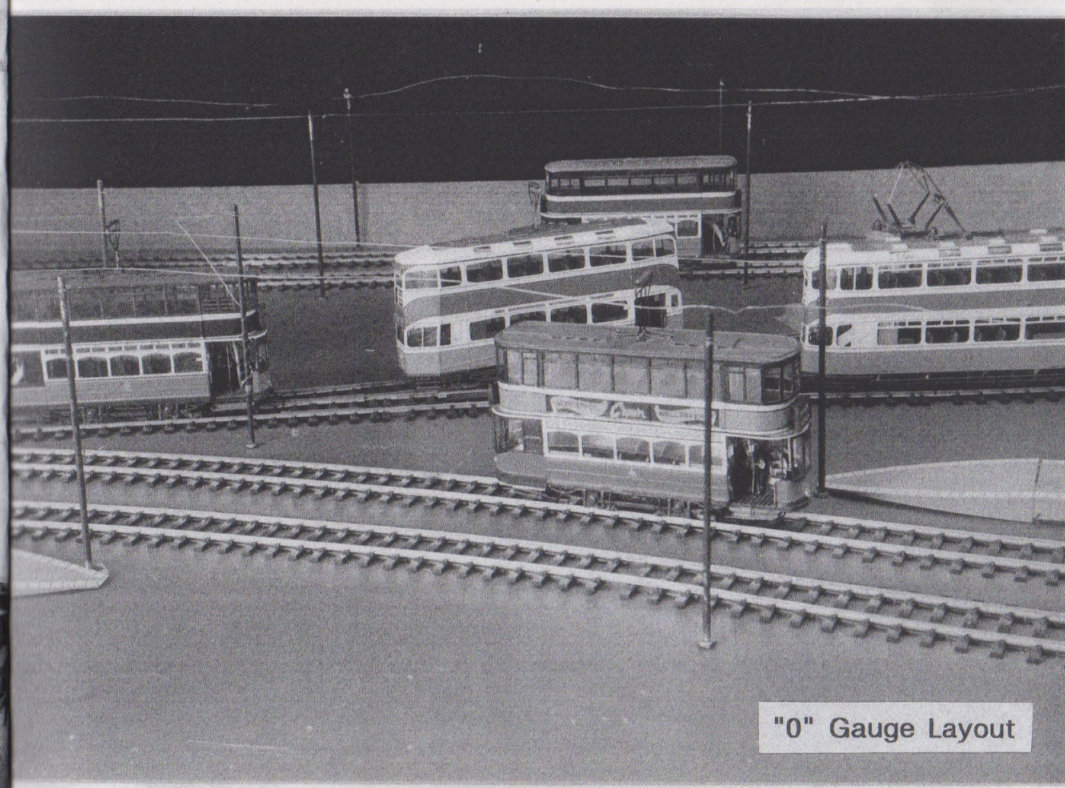
MODEL CLUB

The Model Club exhibited a portable "O" gauge end-to-end layout in the Main Hall at the recent Steam and Model Fair week-end. This was its first showing at Summerlee and got favourable comments from the public.

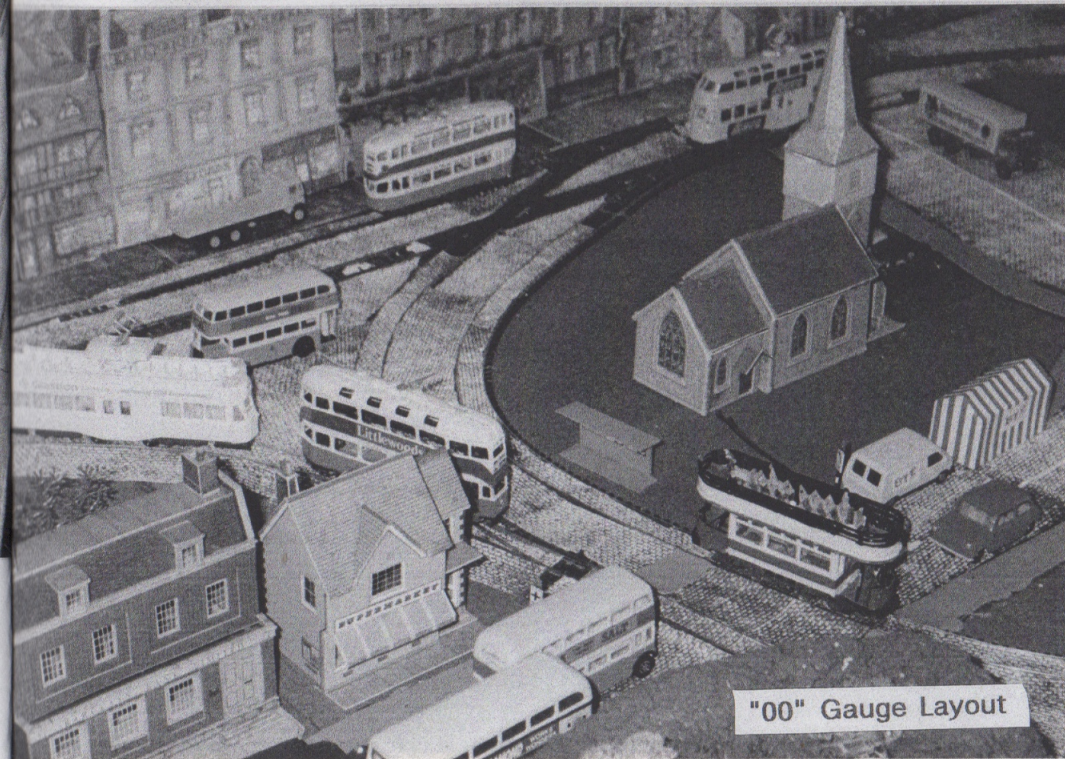
The port-a-cabin which houses the "00" and "O" gauge layouts was open to the public at the September week-end. Due to the drop in visitors in the winter this is possibly the last opening this year. The condition of the port-a-cabin gives cause for concern as it is rapidly deteriorating. Due to the Park makeover (which is covered elsewhere) we shall have to vacate our site some time soon and put the permanent layouts into storage till we learn more about the possible locations.



"00" Gauge Layout



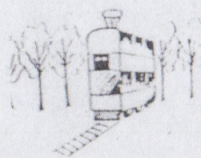
"O" Gauge Layout



"00" Gauge Layout

MOTOR SCHOOL

Driver training has again resumed after a lapse of nearly 3 years and Bob Sutherland is at present training a small number of members on Thursday evenings and good progress is being reported. Understandably places are limited each Thursday evening to ensure proper time and instruction is given to each trainee. If you wish to learn to drive then come in on a Thursday evening and make yourself known to Bob who will be able to give you an indication when he could start your training. George Murray has now been appointed an instructor and along with Bob Connor will take part in driver training in the future. It is good news to report that the school is again up and running and we are looking for new recruits.



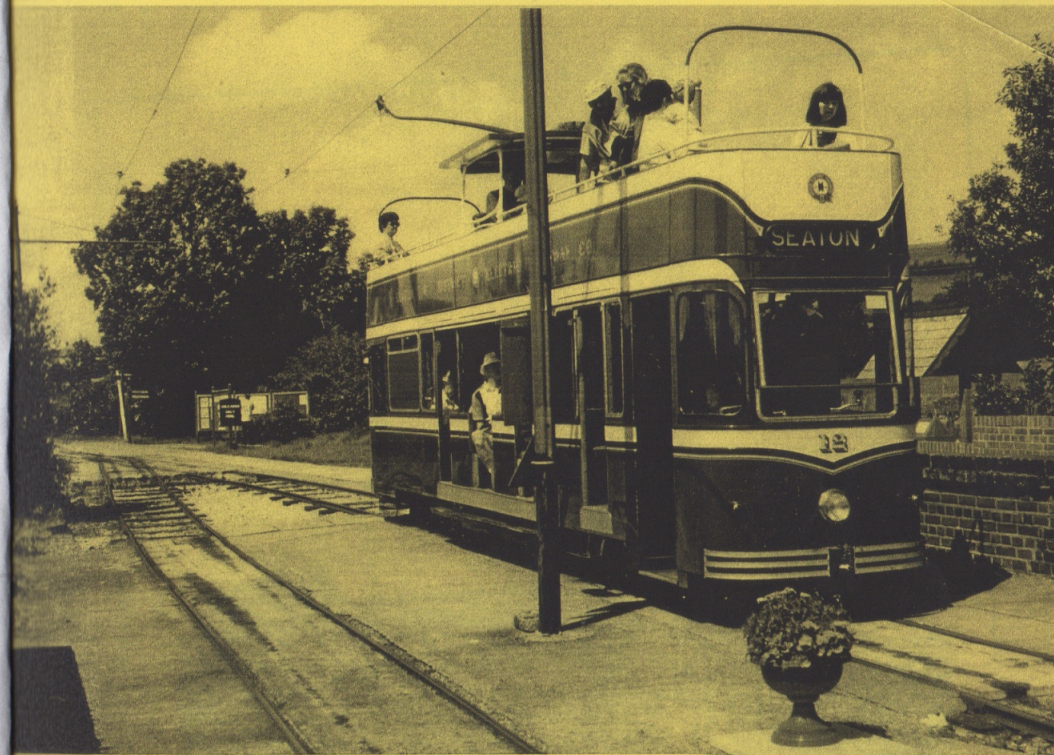
New TLRS Glasgow Group

ALAN HALL

Well, as Glasgow lacks a TLRS tramway modelling group, I feel it is now very much time to start a new Glasgow based TLRS group as soon as possible, giving tramway modellers in Glasgow, and Scotland the chance to join such a group.

The main aim of the group will be to build model tramway layouts, and put them on display at shows in Glasgow, and Scotland, and one day to even invite model tramway groups up to show their layouts from down in England. So, yes, Glasgow will then have its own version off the festival of model tramways, just like the one that is held in Manchester and at Kew Bridge in London.

Anyone who is interested in tramway modelling can get in contact with Alan Hall on 0141 649 1499, or write to him at 1/1, 6 Durward Court, Crossmyloof, Glasgow, G41 3RY. Lets get a TLRS group up and running in Glasgow as soon as possible. I do believe that there are a lot of men out there who are very keen in tramway modelling, and this is why there should be a Glasgow based TLRS group. I look forward to hearing from you.



On The Seaton Tramway

