

## 53 - A STAR

BOB SUTHERLAND

On Sunday 11th December, there was a film company in Summerlee shooting an item for "DNA Tales" to be presented by Lorraine Kelly on daytime STV probably April/May. They were shooting in the 1940's cottage when the director got his eye on the tram and wanted some "inside the car" shots. I said I could do better and got out 53 - he was delighted.

I had the car up and down several times with passengers dressed in 1941 style (the wee boy in his short trousers brought back particular memories as did a girl wearing a dress the spitting image of one I saw my sister wear when on leave from the WAAF in 1943) and finally coming up to the camera and stopping to drop the soldier off on the bridge. He went down to the canal and "wandered off into the sunset" kind of thing along the canal bank.

I wasn't taken up when I suggested a script change so that the leading lady should avoid paying her fare by making mad passionate love to the tram driver! All good fun!

So, if you want to see 53 on your telly, watch for this series.

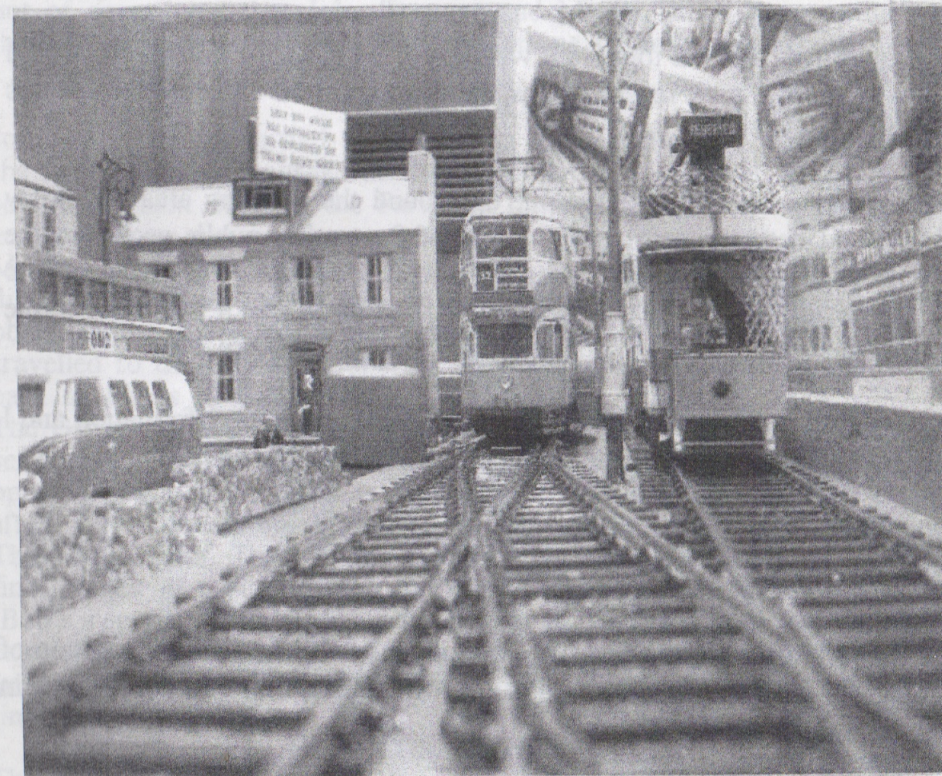
**S.T.G**

# TROLLEY

FEBRUARY 2006

The Magazine of Summerlee Transport Group

## Twentieth Century Tramways



A Coronation Car prepares to leave the terminus while a Leicester City Open Top Car waits in the lye.

**MORE PICTURES INSIDE**

There is not much more to report on the plans for the £9.9 million upgrading of the park as details and costs are still being finalised and will then have to go to the council for formal approval around the end of March. The main hall and the tramway will close to the public on the 1<sup>st</sup> of April and the rest of the site we understand at the end of September. Although the tramway will close we will still have access to the depot for restoration and maintenance during the closure. It is the intention to have moved all the display items out of the hall and entrance cottages and offices by the 1<sup>st</sup> October and the artefacts put into outside storage. We have asked if the tram line from the depot to the end terminal can be kept open to keep the trams running (not in public service) so that the motors do not get damp.

As a group we have put forward a wish list of what improvements we would like to see in the park regarding the tramway and you will find that in this edition of Trolley.

Barriers we understand will be put up around the working area for safety reasons and between April and the end of September public access to the mine, cottages and play area will be by the canal footpath. The intention is to keep the park open to the public for as long as possible. It will close to the public from the 1<sup>st</sup> October 2006 and open again on 1<sup>st</sup> April 2008.

We shall keep you updated as and when we have any more information and I am sure as you know plans can change for a variety of reasons.

### Membership

The majority of members should receive a renewal form with this edition of Trolley and we hope that you will rejoin with all the future improvements in the park to look forward to

THIS being the first Trolley of 2006, may I take this opportunity of wishing you all a happy and prosperous New Year. 2006 will be a challenging year for the Park with the refurbishment of the main hall leading to a temporary closure of the Park. The sequence of events at the time of writing is still to be formulated and this of course is causing concern to both the voluntary groups and the Park staff alike. The Group however have been assured that when even the public service is suspended, facilities will be available to operate the cars for as long as possible to allow the Group to continue with maintenance and training.

The Group is a stage closer to again being able to fulfill its main commitment to the Park by providing a crew for the trams five days out of seven now that John Traynor and Martin Dibbs have completed their training as motormen. Congratulations to both of you.

### **PROVIDE COVER**

John has been committed to the Group for a number of years and was the first to take advantage of the training the STG can again offer. John lives next door to the Park and has indicated a desire to provide cover for one day.

Martin on the other hand lives near St. Andrews, a considerable distance to travel to cover a duty. However to Martin distance is no object in his quest to operate tramcars. For a number of years he has travelled to the U.S.A. to operate Interurban and PCC cars in a heritage park he likens to Summerlee.

The Group takes its obligation to provide cover for 5 days in the week seriously. We still require more people to man the trams; trained operators will be required to provide a service once the Park re-opens after its renovation. Training by Bob Sutherland takes place on Thursday nights. The training is very extensive; with the option in the final stages of assisting Bob Sutherland operate the trams on Sunday (Bob's regular roster day) under his strict supervision. With the Park expecting to close down for its renovation around April this may be the last opportunity to undertake this comprehensive training for some time.

### **COMMITTED**

The STG along with other volunteer groups have been involved in group discussions with Chartermark and consultants from the national lottery. Chartermark status again was awarded to the Park. This

