

HASTINGS TRAMWAYS CLUB

Dear Member -

The long lazy days of summer have been most welcoming as it has helped us to construct and push ahead our plans on rebuilding at least just one of our Trams. We selected Train No 48 basically because it was in the best position to work on. Derek and company helped to remove all the items that we had stored inside, once this was done we set about stripping out the flooring so that we could survey the condition of the steel under frame and timber frame of the Tram which consisted of only one side section plus the two bulk end panels and roof. The other side section was completely missing when we first found the two Trams No's 48. 56. Since then several years ago we replaced part of that side using some of the parts from No 43 but then at that time it was just basic restoration as most of our efforts were being concentrated on Tram No 56.

BACK TO TRAM No 48

What we are planning to do now is to try and replace the steel underframe using the one from Tram No 43 which we dismantled some years ago for spares leaving only the frame which had since been stored in a barn near Three Oaks. At the present time we are awaiting the delivery of this frame which we were hoping would be done during the fine weather when the ground would be hard enough to withstand the weight of the heavy lorry and steel underframe which was to be lifted over the high hedge adjoining our site. Meanwhile work on preparing 43 by lifting the timber main body away from the steel underframe has taken Geoff Wyatt some time to cut through many rusty bolts that secured the body to the steel underframe. There was a further problem we had to overcome, this was as to how we could pull No 43 out a further few feet to clear the lean-to building to enable us to have enough room so that we could raise the body away from the frame. I thought of using some scaffolding but I knew we only had a couple of short lengths so these we cut into about nine inch lengths and placed them under the Tram so we could roll it out, this worked very well and soon we had the tram in the position we wanted. The next thing which needed to be done was to raise the body away from the frame but we needed more scaffolding and clips. I remembered that I had brought some over from Robertsbridge but since being kept at Staplecross they had become very rusty and had to be cleaned up and oiled before they could be used. Next was a visit to our friends David and Peter French to see if they had any scaffolding we could have for our project. They were most helpful and found us a few odd lengths and with the clips we already had we were able to set up some scaffolding ready to make the lift.

Next was the lift itself, this was done by using the hydraulic jack which we purchased some years ago, corner by corner we gently raised the body away from the steel frame but by no means was it that straightforward and easy. We now had the tram body in position ready for the old frame to be removed to make way for the new one when it arrives.

By the middle of November Tony Deeprise arrives with our tram chassis but due to the amount of rain we had had the ground was far too wet for the lorry to attempt to deliver the chassis over the hedge as we had planned which would have brought it close to the tram, we had to make do with it being put down just off the car park area where we arranged some old railway sleepers to rest the frame on. The

trolley which Helen Brett had made especially for the Royal Mail vehicle we had hoped to use under the frame to help us bring it across to our corner of the site where we originally wanted it to be, but we eventually decided that it wouldn't be strong enough to cope with the heavy weight of the frame. Before we do move it we were hoping to scrape it down and give it a good coat of paint to protect it, but due to the weather we have been unable to do this and it looks very unlikely it will be done for quite some time yet.

MEANWHILE BACK IN THE MK 1 COACH

Work continues with the restoration of the parts from 48 and our other trams, stripping off old paint and varnish which has revealed the splendour of some of the fine craftsmanship of those bygone days. Interior bulkhead sections, doors, top light windows frames and other items all being restored ready to be replaced.

HISTORIC MEMORABILIA

Sadly after a recent telephone call to Doris Gladwish we learnt that Ray Gladwish had recently passed away. We were pleased to be presented with his collection of tram/trolleybus memorabilia by his wife. From us all in the H.T.C. we send her our deepest sympathy.

WELCOME TO NEW MEMBERS

We wish to welcome new members: Mr & Mrs D.C. Harvey of St Leonard's-on-Sea
Mrs A. Smith also of St Leonard's-on-Sea

SPECIAL NEWS REPORT (Sun 7th Dec 2014)

After the recent lashings of wind and rain we were lucky to have some decent weather on Sunday 7th 11 so action stations as four of us prepared to scrape and rub off dirt and rust ready for painting. Mth this completed much quicker than first thought it didn't take long before we started painting with our special paint and had the whole frame done within hours ready for the second coat. After lunch we were free to try and attempt to move the frame to nearer tram 48, after removing the four wheel trolley we lowered the frame to ground level and onto a row of scaffold boards which we acquired for this job, with short lengths of scaffolding and some heavy crow bars and plenty of push and shove we were able to move the frame over the rollers before we lost the light for the day. It wasn't too long before we got it to where we were aiming to be near to tram 48, we were all amazed as to what we had achieved in that one single day - well done everyone.

WORKING MEMBERS XMAS DINNER

Due to limited space available on site we could only invite members who are working on the trams to attend our Christmas dinner.

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