



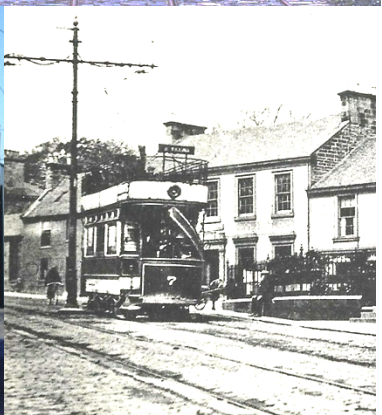
S.T.G

TROLLEY

Spring 2024



The Magazine of Summerlee Transport Group





SUMMERLEE TRANSPORT GROUP **OFFICE BEARERS 2024-25**

Committee Members

Chair.	David Craig
Secretary.	Khadija Hadji
Treasurer.	Joyce Craig
Membership Secretary.	Alexander Craig
Members Nominations.	Peter Gellatly
Members Nominations.	David Elvy

Other non-committee office bearers

Trolley Editor.	Alexander Craig
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Message from the Chair

I wish to take this occasion to thank all of our members who were able to attend this years AGM. It was pleasing to see so many of you coming along to the event after what can only be described as a trying past year for the group and its members. After the disappointment of not being able to fill the post of Heritage technician at the museum in the Autumn as previously advised, a post which is essential for the safe operating and maintenance of the trams and tramway, and the restricted access to the tram depot for safety reasons where no activity could be undertaken by volunteers, members may have become frustrated in not being able to participate in the operation of the trams as has been the situation in the previous 35 years. This long period of inactivity which followed a similar period during the pandemic has proved challenging for the membership to maintain their interest and motivation to both the group and the operation of the tramway. Whilst this situation continued discussions with the Museum management team were ongoing and whilst no particular improvement in the current position has occurred various suggestions and developments were raised which are still under active consideration.



The one development that was able to take place was after a period of development was the start-up of the talks and presentations from the modellers section with the TLRS. The modellers section have had two meetings in 2024 which today have discussed modelling as a hobby and the current use of 3D modelling for complex parts. Both subjects were found to be of interest to those attending and I wish to thank Ross Burns for his presentations on both occasions. Unfortunately suitable accommodation on site is still being sought by the members of the section and meeting have been arrange to take place in the portacabin the group share with the 1245 restoration team which, while not perfect, does allow the meetings to take place. Details of the rest of the years meetings can be found on the STG website and social media accounts nearer the date of the meetings. In the next few months a dedicated page is being developed within the website for the modellers section and if any one has information or articles suitable for inclusion, in particular anything to do with the Groups own former modelling section, please send it to the Membership Secretary for inclusion.



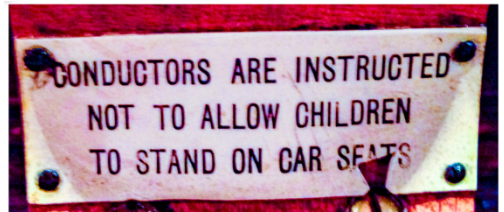
At this years AGM the previous committee members were re elected by the members attending and I wish to thank those members who agreed to maintain their commitment to the group by continuing in the roles of committee members.



At the AGM discussion took place amongst members on ways that could help support the museum whilst the current lack of a Heritage technician continued. Whilst some were noted and the Chair agreed to take them to the museum management at the earliest opportunity the most effective way of supporting the museum would be to sign up to the NLC volunteers

role within the museum. As has previously been advised this role within the museum, whilst still volunteering, provides the candidate with appropriate experience and more importantly training and certified completion of suitable skill assessment which will be useful to any who are looking for employment or changing work roles.

It was also announced at the AGM that our Trolley editor Ross Fulton who, for over 10 years, has pulled together the Trolley and Annual Report for the group has decided that its was time to retire and pass the role onto someone else. I'm sure that members would wish me to pass on their thanks to Ross for his work done in bringing the magazine up to the excellent publication is has become and for introducing the electronic version of it to the membership. For the present the publication of the magazine will be undertaken by the Membership Secretary as part of the wider membership services that is provided by him. So if you have any articles or news items that you would like to share, either for the Trolley or of larger nature for the Groups Blog post on its web site, please forward them to the editor via the links indicated at the rear of the magazine.



Since our last published edition of the Trolley we have been informed of the passing of two of the Group's members Colin Lees and Paul Geissler. Both were members from the early days of the Group and were active participants in the various activities undertaken at the time. For those of our members who were able to meet with both of them you will recall that Colin was an active modeller and participated in the working of the Group's model tramway prior to its closure as a result of the redevelopment of the museum. Paul will be remembered as both a driver within the museum and for his talks out with it to other groups on trams and tramway history and their development. He was also part of the team that negotiated with Düsseldorf to bring their ex works tram to Summerlee to be converted into the mobility tram for passengers that cannot negotiate the steps up into the traditional trams.



Sadly after lengthy periods of illness they both passed away during 2023 and I have passed on the Groups condolences to both of their families.



Looking forward I have arranged to meet with the museum management team to raise the various issues brought up at the AGM and as soon as that meeting takes place a committee meeting will be arranged to discuss any response or further proposals that comes out of it. Members can keep up to date with activity within the Group and the Museum by either accessing the website or subscribing to one of the social media accounts we have. In any case a autumn edition of the Trolley is planned where you will be able to catch up with the latest developments and news from the Group.

David Craig
Chair



Treasurers Message

I take this opportunity to thank all of our members who have this year provided donations to the group in lieu of a membership subscription for 2024. This support from members keeps the groups finances in a reasonably healthy position and allows the committee to plan ahead for the day when a full tramway service is resumed and to support it both by volunteering services but also by financing appropriate projects within the museum. Once again thank you for your continued support for the work of the group.

Joyce Craig
Treasurer



Membership Secretary Update

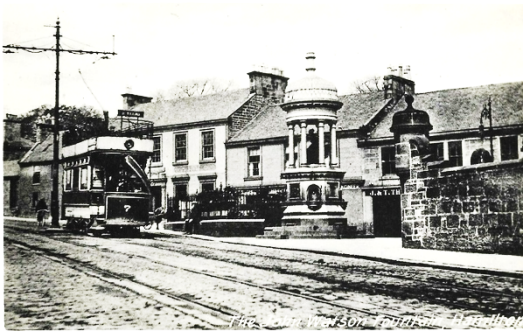
Since the commencement of this year we have had two members renew their membership and it is hopeful that further former members will reconsider and renew their membership during the current year. As indicated at the AGM the committee will be looking at ways of bringing the Group to the attention of visitors to the museum and hopefully encourage them to join. This would obviously depend on how successful the museum are in filling the Heritage technicians post as to how much interest can be generated and transformed into membership numbers, time will tell.

As indicated in the Chairs message any article for either the Trolley magazine or larger articles suitable for inclusion into the Groups Blog Posts can be sent to me at the address shown towards the back of the magazine. As always if photos or other materials are included they should have the appropriate copyright permissions to publish them in the magazine or website or they may not be published. Unfortunately this has become a large problem for many small publishers as modern technology does scan all web based publications and can result in heavy fines if breach of copyright is proven.

Alexander Craig
Membership Secretary

The Lanarkshire Tramways Company

22 July 1903 - 14 February 1931



A tramway through the Clyde valley part of Lanarkshire connecting Glasgow to the then developing future industrial heartland of the county through Hamilton, Motherwell and Wishaw was first proposed in the Glasgow, Bothwell, Hamilton and Wishaw Tramways Act of 1872. The main service was through Glasgow via Bothwell to Hamilton

with a branch to Motherwell and Wishaw. Although there was an agreement between the promoters and the then Glasgow Tramways and Omnibus Company to proceed with the line nothing ever came of it and it was allowed to lapse.

A further attempt by the three town councils of the area to set up a committee in 1896 raised interest again in supporting a tramway for the area originally included within the first act. However due to the initial expenses of setting up a tramway between the three towns no further action was taken. Another proposal by independent promoters in 1898 under the Light Railways Act 1896 failed due to objections with the proposed gauge of 3ft 6ins and the proposed route through Hamilton and the possible impact on the Caledonian railway, the Commissioners did not approve of the application.

Finally after an approach by Hamilton town council to other local authorities and with commercial interest from the British Thomson Houston Company the Hamilton, Motherwell and Wishaw Tramway act of 1900 was authorised. This Act authorised three tramway routes one from Glasgow through Hamilton, Motherwell and to the east of Wishaw town centre. The second was to link the Larkhall area with Hamilton via Ferniegair. The final line being a junction between the first two lines.



The contemporary records show that it was not all plain sailing for the tramway company to construct the initial lines. Having to negotiate with separate town council Burgh Surveyors re the timing of street works and the completion to the necessary alterations to their satisfaction. There were also many incidences of complaint from the public and adjacent land owners concerning the disruption to the roadways and the spoiling of the views due to overhead line poles. These

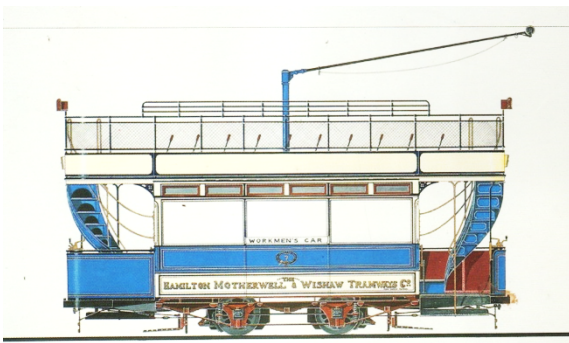
along with the inevitable issue of subsidence resulting from mine workings, in particular within the Power House building delayed the commencement of the tramway service.

The tramway service commenced life in July 1903, after a Board of Trade inspection, as the Hamilton, Motherwell and Wishaw Tramways operating on a 4ft 7 $\frac{3}{4}$ inch gauged, mainly single tracked service with passing



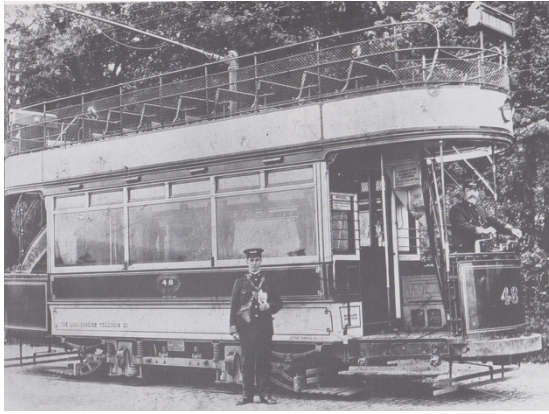
places between the towns included within the original authorised 1900 Act. These largely industrialised areas were linked together to give access to the Glasgow Tramway service, but did not provide through services even although they had the same track gauge size. To this end the initial service operated from Low Blantyre eastwards to Wishaw via Hamilton and Motherwell with a separate service between Hamilton and Larkhall remaining to be constructed. Newspapers of the time reported the excitement of the local population for the tramway and on its first day of operation an estimated 30,000 passengers used the service. The trams ran late into the evening to allow as many to have a ride on this new service.

Later in the year a separate Lanarkshire Tramways Order 1903 was granted the name change to recognise that through this order further expansion of the tramway was authorised to include the burghs of Uddingston, Bothwell, Bellshill, Cambuslang and Holytown. The Order also corrected an error in the original 1900 Act with regard to the track gauge which was stated as 4ft 8in and not the constructed 4ft 7 $\frac{3}{4}$ inch.



From the start the tramway service proved to be popular with the 1904 New Year holiday traffic exceeding 106,000 passengers with new years fares providing income of £200 to the company. Over the following years the authorised extension of the tramway took place with line to Larkhall being completed in 1905 and to

Cambuslang via Blantyre in 1906. It was not until 1908 that the lines from Uddingston to Hamilton and the Mossend and Bellshill to Motherwell were commenced. The delay in commencing these additional lines required the company to seek an order to allow them to extend the time allowed for the completion of the track. The Lanarkshire Tramways Order 1908 (Confirmation Bill) extended the time to complete the tramways lines authorised under the

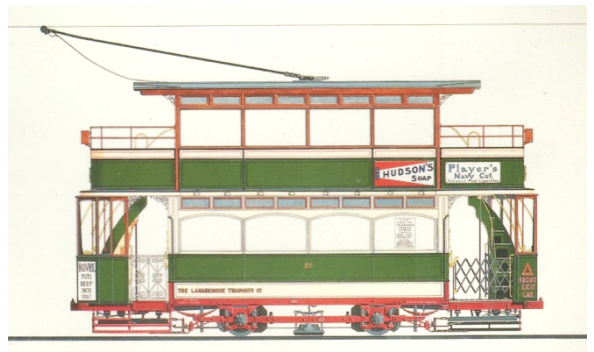


1903 Order. During the initial years of operating various councils looked at developing the tramway within their own boundaries and in 1905 Hamilton town council proposed an extension from Hamilton cross to Eddlewood some 1 ½ miles as a result of a traffic census which indicated that a potential 60,000 passengers per week was possible. Like many proposed extensions after consideration of

the costs nothing came of it.

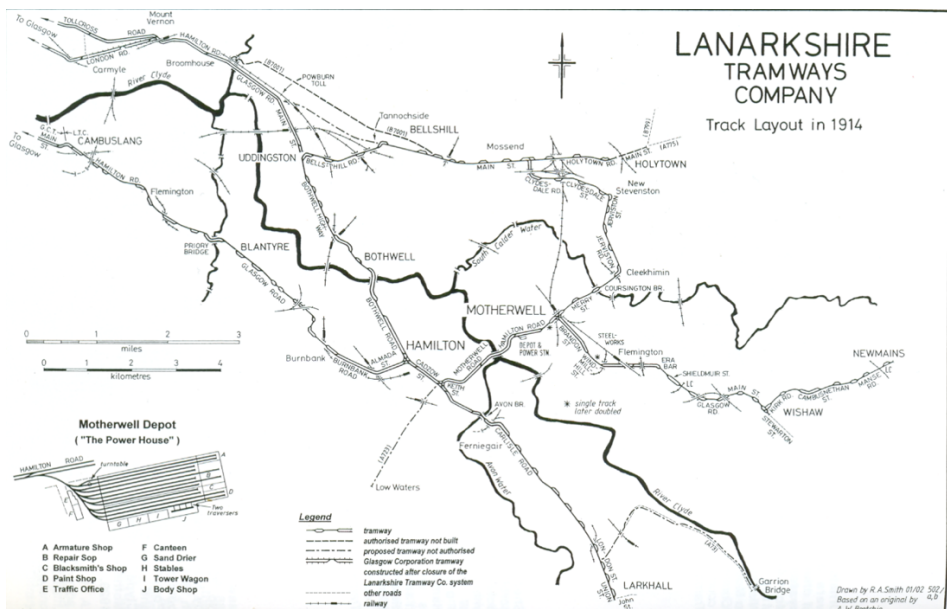
In spite of the income from passenger services being relatively high the company struggled to complete several miles of track authorised under the 1908 Order. Throughout the years until the commencement of the First World war the company faced many troubles regarding the completion of authorised sections. In 1912 the situation had become so acute that the company faced competition from Lanark County Council and Glasgow Corporation both of whom proposed to complete the outstanding works and operate the lines themselves. To this end Lanark County Council promoted a provisional order to complete the authorised system and to take over the company if need be. Under the Act the Council was authorised to complete the outstanding works which they did and leased them to the company to operate a tram service on. By February 1914 the authorised lines were complete and all the original towns and villages authorised within the 1900 Act and 1903 Order were connected. This complete the envisaged tramway covering some 29 miles making it one of the largest rural tramways in Scotland. .

Like many other tramways the impact of the First World war and the wear an tear on the track and trams due to shortage of materials and passenger transport serving essential war industries took its toll on the companies finances. Competition from other forms of transport in particular buses, of which the company had a substantial fleet feeding into the tramway services also began to take its toll. The situation was further put under pressure as a result of the pending expiry of the powers given the Lanark County Council under the 1912 Act which gave them the ability to purchase the system from the company. After some considerable debate the powers were allowed to lapse and in 1921 the company purchased from the council those sections of



track completed by them under the 1912 Act. In the same year the company applied to increase the number of bus routes across the county and for permission to run services into Glasgow city centre. These plans were opposed by both Lanark and Glasgow Councils. The Confirmation Bill was approved and the company was permitted to run bus services across the county of Lanark of which Glasgow was part. This was the beginning of the end of the tramway service. Further competition from their own buses and other independent operators lead to the inevitable situation that the company had become a bus service that ran trams. By 1928 the decision was taken to commence closure of those uneconomical services and replace them with company buses. In 1930 the company changed its name to the Lanarkshire Traction Company to reflect these changes of transport provision. By 1931 the decision was taken to cease tramway services entirely as they had been essentially replaced by buses for most of the areas services by the company and on 14 February 1931 the last tram service operated from Bellshill to the Power House in Motherwell where a large crowd awaited the last tram.

Many tram users missed the tram service not the least because in most areas which the tram service passed through they had a cheap form of transport lost to them to be replaced, in particular the more rural or isolated hamlets, with a bus service which in most cases cost twice as much. The Lanarkshire Traction Company continued service as a bus company until its purchase by the Scottish Motor Transport Company (SMT). At the time of closure only 16 trams were operating and although put up for sale all were scrapped. Fortunately one of the tram bodies was saved and used for many years as a hay store in an open field and has been restored and is in preservation at Summerlee Museum of Scottish Industrial Life in Coatbridge as Lanarkshire 53 tram. This tram's story can be read on the Summerlee Transport Group's web site.



Short history of the model club
By Ronnie McLean
Article From Trolley, February 2006

AFTER some 6 years in its present location in a port-a-cabin formerly used by the guides who took the coal mine tours we have had to up tracks so to speak and move the 2 layouts out. This has been due to the gradual deterioration of the cabin itself as we felt that it would be unsafe to continue in there for any further length of time. As you may well be aware this is our second location having been in another cabin in the tramway compound when we started up at first with Duncan White and myself providing the trams and the track for the 00 layout. This gradually grew and we were then offered the premises we have just vacated which made it easier to attract members of the public. At first we had just the 00 layout which we rebuilt and then members of the transport group acquired 2 display cases and a TV and Video recorder along with a large static model of a Coronation Car. These along with other artefacts, including a Cunarder controller provided by Brian Longworth were made into displays within the cabin.



NEW 0 GAUGE LAYOUT

2 years later since I had some 0 gauge trams which I ran at home we decided since there was sufficient room to build an 0 gauge layout. Members of the group helped us to change the partitions in the cabin and relocate the 00 layout to one side of the partition Jetting us build the 0 gauge on the other side. Duncan White and Ian Teaz then started to build 0 gauge models and we soon had a good selection of rolling stock. Willie Wilson who has a superb range of O gauge scratch-built trams then came along and May Wilson even made curtains for the windows and this stopped the skinflints who did not want to pay the princely sum of 10p getting a free view!

GOOD VALUE FOR 10p

We opened to the public in the summer most Saturdays and at event week-ends when it was usual to get 300 visitors per day - 2 Tram layouts - Tram video running - posters - and pictures on the wall Tram controller to work and a destination box, plus the bottom part of 1005 to look at - not bad value for 10p. The late John Gerarty and Alan Hall latterly ran the 00 layout and the rest of us the 0 gauge. Both layouts had a good variety of buildings on them, and we were lucky to have Jimmy Riddell, one of the group's members (and a former tram driver) make a superb model of a Tram depot and two large Tenements to enhance the large layout.

However all good things must come to an end and with the enhancements about to take place at Summerlee we knew it was time to put everything into storage before the cabin gave up the ghost!

That however is not the end of the story as Duncan White and I have built a new portable 0 gauge end to end layout which we call 20th Century Tramways and with Ian Teaz' s . assistance have had the layout at two model shows so far.

The future of the model club at Summerlee is in the balance as we shall have to see what premises if any we are offered in future and also if the ageing members (Sorry folks but its true) can really get enough get up and go to do it' We really require some more younger people to take an interest as well.

In the meantime, the 0 gauge track is safely stored as is some of the 00 gauge plus its buildings.

This was an Article from Trolley, February 2006.

STG/TLRS Model Group

The Summerlee Transport Group and the Tramway and Light Railway Society have set up a tramway modelling and general interest group which will initially meet every 2 months at Summerlee Museum

The aims of the group are to promote interest in tramway modelling in all scales and gauges from across the world, provide support to like minded persons with an interest in tramways and the modelling of tramway systems and their infrastructure along with the tramway vehicles

For More information, please visit www.summerleetg.co.uk or www.tlrs.info/scottish-area-group
or email info@summerleetg.co.uk or scotland@TLRS.info



History of the Summerlee Electric Tramway

Brussels 9062 after arriving at Summerlee, January 1988



The Summerlee Tramway was planned in 1986/1987 with the first section of track (main entrance to Sawmill) opened in March 1988 with the first passenger tram to run at Summerlee (Brussels 9062).

The first Scottish tram Summerlee acquired was Lanarkshire 53 in 1986 which was sent to Bo'ness and Kinneil Railway as part of a

1980's Youth employment scheme, for restoration of the main body. The body arrived at Summerlee in March 1988 for completion and the second section of track opened in late 1988/early 1989.

Summerlee's second operating tram was Graz 225 arriving in May 1989, both 9062 and 225 were planned to fill a gap in the tram service until 53 was launched into service and for use in the wet weather.

Brussels 9062 and Graz 225



The next tram to arrive was Glasgow 1017 in early 1992 and Oporto 150 in the summer of the same year (acquired for truck and controllers for 53).

Lanarkshire 53 was launched into passenger service on the 1st April 1995 by Helen Liddell (MP For Monklands East).



The body of Glasgow 1017 being moved to the tram depot towed by 9062

In December 1999 The Summerlee Transport Group bought Dusseldorf 392 for 1DM (about 35p) so that a wheelchair lift could be fitted, allowing passengers with mobility problems to have a ride on Scotland's only working heritage Tramway.

On the 11th September 2001

Princess Anne visited Summerlee and was offered a go at driving 53, something that she was said to be excited to do. In the summer of 2002 Glasgow 1245 arrived from Blackpool (1245 is now under restoration). Glasgow 1017 was launched into Passenger service on the 1 December 2003.

On the 14th September 2004 trams 9062 and 392 suffered an attack of vandalism. Due to this and with some major defects on 9062 this tram was scrapped. By this point 225 was used for most of the passenger service until October 2006 when Summerlee closed for redevelopment.



Lanarkshire 53 with Princess Ann, 2001

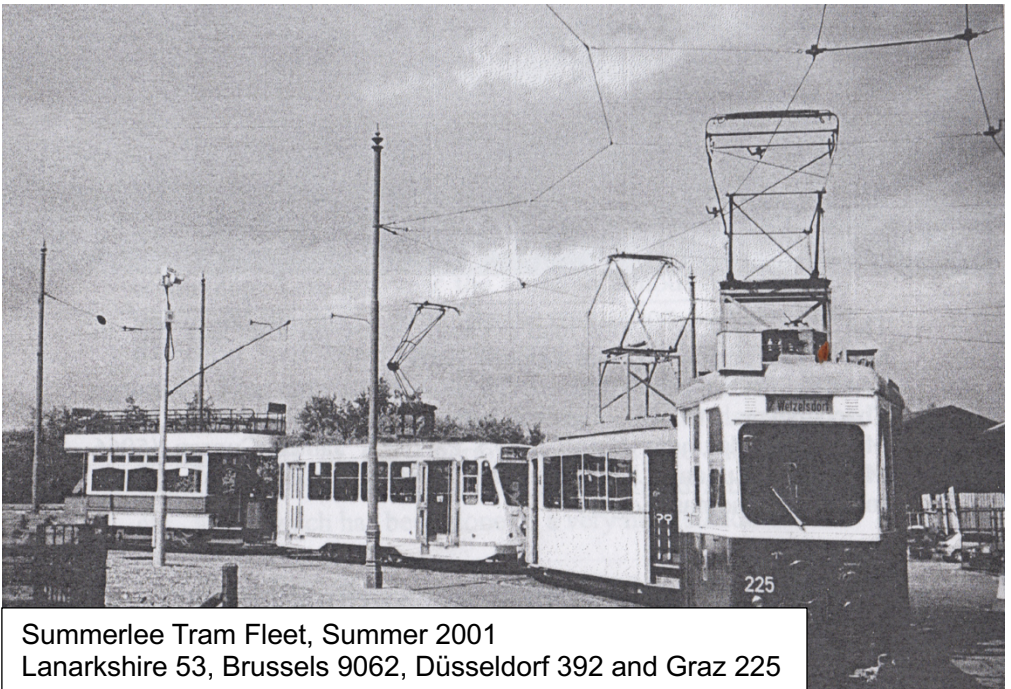
Glasgow 1245



When Summerlee reopened in September 2008 Glasgow 1017 was the main service tram with Lanarkshire 53 used on events and sunny days. In 2011 Dusseldorf 392 entered passenger service and the restoration of Glasgow 1245 started. In 2014 Tram 1017 had a major truck strip-down and rebuild and re-entered passenger service the next year.

Lanarkshire 53 was removed from passenger

service to allow for repainting to mark her 25th Anniversary at Summerlee on the 1st April 2020 however this was cancelled due to the Covid-19 emergency. The tram service resumed in September 2020 with the next time the tram service stopped was for the second lockdown. By the start of October 2022 the trams service was suspended due to an electrical incident on 1017, with the retirement of Alan Taggart (Heritage Technician), the tram services at Summerlee still remain suspended until the post of Heritage Technician is filled



Summerlee Tram Fleet, Summer 2001

Lanarkshire 53, Brussels 9062, Düsseldorf 392 and Graz 225

STG Website Members Section

The Summerlee Transport have recently launched a members section on the website

The link to access the page is summerleetg.co.uk/members

On this site you can view;

- Past Copies of trolley
- STG archive documents
- Past Annual Reports (From 2013)
- Past accounts (From 2013)
- The Notification Page for the AGM and Planned Meetings
- Forms (Membership New/Renewal, Donation and Volunteering)

Articles for Trolley

If you have story or have some pictures that you would like us to include in a future trolley, please email to Alexander Craig:

trolley@summerleetg.co.uk

Please send them in by Sunday 1st September 2024

Summerlee Tram Fleet, Summer 2020
Glasgow 1017, Düsseldorf 392 and Lanarkshire 53



Contact Us

Address

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Summerlee Museum
Heritage Way
Coatbridge
Lanarkshire
ML5 1QD

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What's on at summerlee

MUSEUM OF SCOTTISH INDUSTRIAL LIFE

Music in the Museum - Monday 20 May, Friday 14 June
Model Rail - Saturday 15 & Sunday 16 June
Fair Monday - Monday 15 July
Playday 2024 - Wednesday 7 August
Steam Fair - Saturday 10 & Sunday 11 August
Celebrate Summerlee Museum - Monday 12 August
Meccano Society - Saturday 14 & Sunday 15 September
Doors Open Weekend - Saturday 14 & Sunday 15 September
BrickM8 LEGO Weekend - Saturday 12 & Sunday 13 October
Christmas at Summerlee Museum - Sunday 1 – Tuesday 24 December

Tel: 01236 856150, Email: museums@northlan.gov.uk

<https://culturenl.co.uk/summerleewhatson/>