

STG TROLLEY

Winter 2024

The Magazine of Summerlee Transport Group

The logo is a circular emblem with a red border. Inside, there is a stylized illustration of a tram. The text "Summerlee" is written in a red, curved font at the top, and "Transport Group" is written in a red, curved font at the bottom. The background of the logo is white with some green and blue accents.



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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All Photos are from STG Archive or NLC Museums unless otherwise stated.



Message from the Chair

Once again we come to the end of another year and whilst we have been able to be involved in some activities within the museum we were unable to undertake any of our normal volunteering activities in support of the Summerlee Tramway. This will be disappointing to many of our members who previously volunteered as crew or in work parties or were undertaking training, however unfortunately even with the efforts of the museum management to find a replacement Heritage Technician no one has been able to be appointed. They are reviewing the role of the job to make it more attractive and it is to be hoped that this is successful in 2025.

Whilst the groups main volunteering activities have been restricted that's not to say that there has been no activities during the year. The major success for the group has been the creation of a Modellers Group held jointly with members of the TLRS. Last year the STG agreed to work jointly with the TLRS to establish a modellers group, in the case of the STG to resurrect it's former model section which ceased at the closure of the museum for its last major upgrade when facilities were no longer available to hold the model exhibition. A fuller report on these activities is contained further on in the magazine.



During the early part of the year the museum management gave permission to open the tram depot for a doors open day, with access restrictions placed on the public visiting. Several days were held during the summer and early autumn months and were successful in attracting visitors to come in and view and discuss the museums trams and tramways in general. As you will expect the main topic of their interest was when will they be operating again. Display boards were prepared and an audio visual display showing several tram related films on both the local tramway and Glasgow tramway were shown. These were encouraging to attend as the public interest in the trams was very evident and it is planned to hold similar days during 2025 so if you have some spare time and can come along just let me know and you will be very welcome.



In addition to the above activities some members undertook minor, non tramway, restoration work which help the museum to return some exhibits back into their exhibition places. This is an area I hope to explore more fully with the curators in the future to see if there are any projects our member volunteers can become involved with.

Many of you who follow us on social media or view our website that a few changes have taken place to make these more attractive to casual viewers or anyone who may have a more serious interest in the group and tramways in general. The editor has asked that if any member has something of interest they would like to share or have a story or article to write could they get in touch so that they can be included with the items already there. This is particularly of interest with regards to your magazine as articles are always welcome and if it can't be fitted into the magazine a blog on our web site can be created to tell the story so let's hear from you. Contact details on the back page

**CARS STOP HERE
IF REQUIRED**



It only leaves me to wish you and all your family and friends all the best for the upcoming holiday season and look forward to a prosperous 2025.

David Craig

Volunteer

**NORTH
LANARKSHIRE**



For better unity, help your community

A small act of kindness can make a big difference in your community.

VolunteerNL is a new volunteering programme in North Lanarkshire Council that empowers communities to give back and do something worthwhile to make a difference.

From Museum Assistants to cancer information and support opportunities, we have the right role for you. All volunteering opportunities provide full training and induction.

For more information, please email volunteernl@northlan.gov.uk or visit <https://culturenl.co.uk/volunteernl/>

Not in Service

1245 Restoration year end update



Once again another year of progress by the Restoration Team on Glasgow 1245 have been achieved. During the year the majority of the low voltage electrical cable has been installed and tested. This allowed the internal lighting to be installed and completed which further progressed the installation of the light covers with all of these now in place on the upper deck and only a few remaining to be installed in the lower deck. All external glazing has also been installed and the majority of internal glass is now in place.

The biggest noticeable difference during the year has been the completion of the refurbishment of the seating in the upper deck where all of the seats have now been installed. The lower deck seat frames, benches, backs and seats have also been completed but not installed at this time.

During the year various simulated operational tests were carried out on the replacement motor control selector switch and the drivers controller to ensure that they operated as intended and selected the appropriate contractor. They all proved to operate as intended and in a satisfactory manner. During the early part of 2025 it is the intention to commence installation of the selector switch and controllers and work has commenced in preparing the main cable runs through out the tram to facilitate this.



As work progresses on the major items a large amount of small work or remedial repairs still requires to be undertaken most of which will be completed after the major works are finalised. Looking forward in addition to the items indicated above work is planned to be undertaken on the next major item of work the installation of the air brakes and its associated equipment, etc, which is planned to take place later next year.



Overall a very successful year for the team in progressing the restoration to this stage and they should be congratulated on the sustained efforts they have maintained in this project

Model Groups Year report



This year saw the commencement of the Summerlee Tramway Modellers Group meetings held jointly with members of the TLRS. The first meeting of the year was held at Summerlee Museum in March with a talk given by Ross Burns on the use of 3D printers and their application to model making. The techniques of using this type of equipment were explained with several examples used to demonstrate its versatility. Further meetings were to include talks on continental tramways and the history of the Lanarkshire Tramway and its use in modelling opportunities for layouts. Further meetings also allowed members to demonstrate their own models on the test track

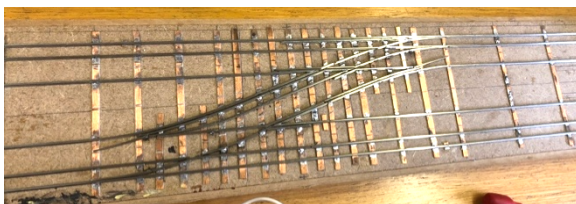
provided by David Elvy. As the year progressed it was agreed that sufficient interest in the meetings allowed them to be moved from a two monthly to a monthly frequency. The final meeting in November was an open meeting where members brought along some of their own models to operate on the track and to discuss various modelling techniques.

Looking forward the members are planning to build a small operating demonstration track for use in the tram depot during doors open days in 2025. This has largely been achieved by the donation of materials and track from members which we are grateful to receive. The group has also obtained on loan from the TLRS 1:16 scale models of Glasgow 74 and 1298 which will be used at various exhibitions both within the museum and other external venues throughout the year. To support this the groups model of Glasgow 1142 was brought out of storage for assessment and where necessary refurbishment and repair and will also be use for exhibition purposes.



Looking forward to 2025 the members are looking to increase attendance at the meetings and be present at some of the model exhibitions held next year to bring the group to the attention of other modellers. So if you haven't been able to attend this year make a note to try to come along and share your interest with other members.

Look out for the announcement of dates for the 2025 meeting in both of the STG and TLRS website and the various forums and social media site used by the group.



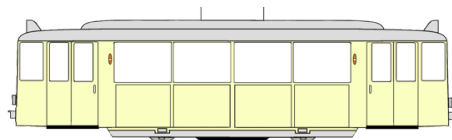
Car 392

By Paul Geissler

With Screenshots from Paul's Video of the Trip
First Published in Trolley, Winter 2020
Updated Nov 2024 by Alexander Craig

It is now 25 years since car 392 arrived in Summerlee .

In 1999 news was received that a works car was being disposed of by the Düsseldorf Transport Undertaking (the Rheinische Bahngesellschaft AG, usually shortened to Rheinbahn) which operates the regional U-bahn, trams and buses with services also connecting to the neighbouring cities of Duisburg, Krefeld and Neuss. The interconnections of the transport undertakings in this part of Germany are very complex and are organised as a regional transport authority covering the whole of the Rhein Ruhr area.



392
Celebrating 25 years
at Summerlee
Arrived 8th December 1999

The tramways of Düsseldorf started as two separate undertakings, the Düsseldorf City Tramways (which were established as a horse tramway in 1877 and electrified in 1896) and the Rheinbahn was established in 1898 to connect Düsseldorf with the city of Krefeld (electrified from the start it was the first European electric interurban tramway). Highly successful both commercially and financially, the Rheinbahn took over the City Tramways in 1920. Following the Second World War several of the city lines were rebuilt as U-bahn lines and the trams were modernised.



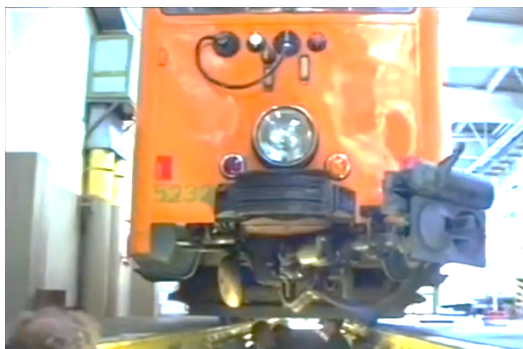
The 1999 delivery of a fleet of low floor cars resulted in the disposal of some older cars, including 5232. Built in 1951 by Düwag as a bi-directional 2 axle motor tram numbered 392, it was fitted with 2x75 KW motors for service on the long interurban routes to Krefeld and Duisburg, towing two trailers. In 1972 the car entered the engineering fleet and renumbered 5232. During it's life it had been meticulously maintained and was in excellent condition. It was only lack of space that forced its withdrawal.

As the car could be fitted with a chair lift, it was decided that Mike Chalton, the Summerlee tram technician at that time, and myself go to inspect the car and, if satisfactory, negotiations for its purchase could commence.



30 September saw us arrive in Düsseldorf and we were taken to the Central Workshop at Heerde. This was a very large complex with running roads, maintenance and overhaul sheds, all excellently equipped with plenty of working space. Round the depot there was a test track.

As 5232 had been withdrawn we had expected it to be parked in the back of a shed, but no. It was in a heated running shed looking immaculate in its orange works livery with the destination screens showing Arbeitszug (Works car). The seating had originally been 2+1 but the double seats had been removed and cupboards constructed with a rotary converter and ancillary gear mounted on the floor, and was fitted overhead blower heaters. The car was in superb condition.



A demonstration of the car's capability was demonstrated when 5232 crossed the city to Handweiser depot to deliver a trailer, running via Neuss on street and reserved track impressively making full use of the parallel power notches. The depot is larger than Heerde, with 50 roads and incorporates a driver training track, about 1.5Km long.

It was to Handweiser we came the following day and were introduced to one of the driving instructors, Günther Wenda. He showed us one of the new low floor cars with its joy stick control and demonstrated the driving technique. Then he said "OK, it's your turn". Well, who can say no to such an invitation; many times round the track we went slow speed, full speed and full braking, and procedures for service stops, all mindful of careful driving.

The next car for us to "play with" was Grossraum car 5101, a fully electric car converted for driver training purposes with dual control. Here, he made us work for our living, including hard driving, service stops, emergency stops and introducing various faults which had to be investigated and solved e.g., brake failure, motor failure. Why would the car not go? Check the pantograph contact with the overhead, check the doors, check the motors, etc – a full schedule of instruction and testing.

At the end of the full days training we were delighted by our instructor's approval of our skills.

A wonderful experience and thanks to Rheinbahn for declaring 392 superfluous to requirements.

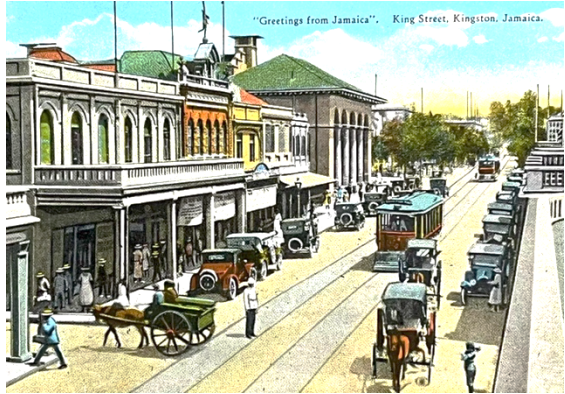
For the history of 392 and to see the video please visit www.summerleetg.co.uk



Trams in the Caribbean

By David Craig

We don't normally associate the Caribbean islands with operational passenger trams however in the mid 19th century's they were among some of the pioneers of tramway operation. One system in particular is noted for its early adoption and innovative approach to its operation. That was the system in Kingston, Jamaica where as early as 1862 the local government passed a Tramways Act to allow mule/ horse drawn trams to operate in the town. It was found necessary to improve public transport when as a result of the town being named as the island capital the population increased to over 60,000. The earlier railway, which became operational in 1845 could not provide the level of passenger service required.



In 1863 work commenced on a street tramway connecting Kingston with Spanish Town some 40 miles in length however as a result of objections from locals to the construction disruption to what was the main highway on the island by 1865 work had ceased and all tram track removed and the road reinstated. It wouldn't be until the 1870's that another attempt would be made to introduce tramways into the capital. The Jamaica Street Car Co was formed and in 1876 inaugurated the first route in the city centre, some four miles in length. These tram cars were relatively small and were drawn by two strong mules unfortunately there is little detail on what they looked like. In its first year of operation the company conveyed 383,320 passengers and by 1896 this had increased to 1,310,162 passengers, still drawn by either mules or horses. Larger trams were obtained from Brill during this period.



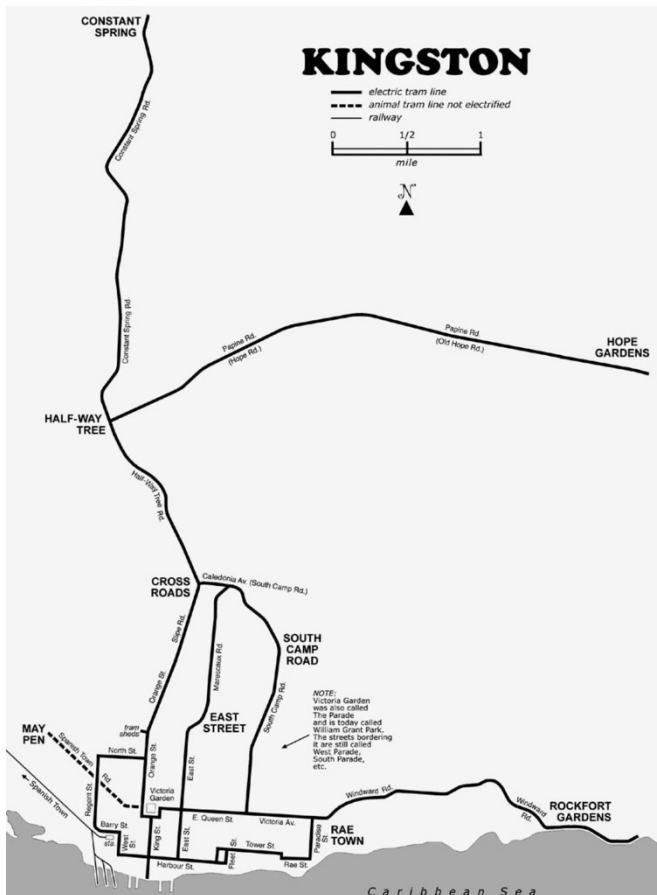
This was to prove increasingly difficult to sustain and as with other horse powered tramways around the world required an alternative form of power. The cost to the company of maintaining stables and staff for eleven horses per tram began to exceed its revenue and at this point a A W Chapman turned up on the island. He proposed that a more efficient method to power the trams could be obtained by the use of the new invention of electric power generation. He along with partners formed the West

India Electric Co and obtained powers to create a hydro electric power system for the tramway. One additional requirement imposed by this was the requirement to provide power to Kingston and Spanish Town and all community pies the tramway passed through. So in 1897 they purchased the existing company and whilst the infrastructure was being built and installed they continued to operate the animal powered trams. In a relatively short time the hydro power station was built and the overhead power lines

installed and on November 1899 the first electric tram service started. At the time this was considered a marvel of the age and was welcomed by the population as an enhancement to the public services in the City. Unfortunately for the company this was not to last and as a result of poor operation and fare increases by 1912 public and staff demonstrations against the company had escalated to strikes and passive obstruction of the tramway. This remained the case until the out-brake of WW1 when the service continued until 1923 when as a result of falling revenues and further objections, along with the introduction of bus services, the tramway was taken over by a newly formed company The Jamaica Public Service Co who had responsibility for running all island public transport.



As was happening around the world towns were developing new suburbs and it was not economical to be served by the tramway. Buses being cheaper and quicker to introduce began to take over passenger services. By the early 1930's there were already plans to reduce and eventually close the tramway service the commencement of WW2 and the



limitations on fuel gave the tramway an extended period of life. However by 1948 the system was no longer financially viable and closed for passenger service.

The history of the islands transport services highlight how innovate the operators could be from the start the island had the second colony railway outside of Britain in 1845, one of the worlds first hydro powered tramways in 1897 and pioneered the system of pre purchasing tickets at a discount in the 1870's. So whilst being isolated from main stream developments on the mainland's of North America and Europe they were able to keep up with the latest developments.

If you found this article of interest look out for a more detailed one on our website blogs pages in the new year

Upcoming STG Events

Coming up in 2025

- February.** The Story of Lanarkshire's Tram Builders
(Exhibition in North Lanarkshire Heritage Centre, Motherwell)
- March to Aug.** Model Tram display by the
Summerlee Modellers Group
(Display in Summerlee Museum)
- 29th March.** Summerlee Transport Group 2025 AGM
(See below for further details)
- 14th/15th June.** Summerlee Model Rail Weekend
(Summerlee Modellers Group will be exhibiting)
- June to Sept.** The Modellers Group will be
exhibiting at various model shows

If you are able to help with any of the above events let us know or if not come along and support them on the day. Usual contact email address should be used.

Summerlee Transport Group AGM 2025

Please note that the 2025 ANNUAL General Meeting will be held on

Saturday 29th March 2025 at 1 pm

In the modular building next to the Tram Depot in Summerlee Museum of Scottish Industrial Life

Members are reminded that all committee posts come up for renewal at the AGM and if any members wish to be considered for any committee position could they advise the chair in advance of the meeting.

NORMAL SCHOOL
WHITEVALE
RIDDRIE
NORTH HANOVER ST
BISHOPBRIGGS
LORNE SCHOOL
DENNISTOUN
PARKHEAD
ALEXANDRA PARK
BROOMHOUSE
ANDERSTON CROSS
VERNON STREET
DOUGLAS ST
CHARING CROSS
ST GEORGE'S CROSS
SPRINGBURN
RUCHILL
SHAWFIELD
BURNSIDE
KELVINSIDE
AUCHENSHUGGLE
LONDON ROAD
DALMUIR WEST
SCOTSTOWN
CLYDEBANK
DALMUIR
FARME CROSS
NORTH ALBION ST
SPRINGFIELD RD
YOKER
SCOTSTOWN WEST
WHITEINCH
PARTICK
GLASGOW CROSS
BRIDGETON CROSS
DALMARNOCK
FINNIESTON
GAIRBRATON AVENUE
DALMARNOCK DEPOT

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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 4th May 2025

Preferred Size for Articles
For trolley up to 500 words and 4 images, for blog unlimited



What's on at summerlee

MUSEUM OF SCOTTISH INDUSTRIAL LIFE



*Father
Christmas*
at
summerlee
MUSEUM OF SCOTTISH INDUSTRIAL LIFE

**Weekends
in
December**

[culturenl.co.uk/
Summerlee](http://culturenl.co.uk/Summerlee)

Christmas at Summerlee Museum - 7, 8, 14, 15, 21, 22, 23 and 24 December

Tel: 01236 856150, Email: museums@northlan.gov.uk
<https://culturenl.co.uk/summerleewhatson/>