

**STG**

# TROLLEY

Summer 2025

The Magazine of Summerlee Transport Group



THE CROSS AND MAIN STREET, COATBRIDGE.





## Summerlee Transport Group

Charity No SC020158

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

#### **Committee Members**

**Chair.**

**David Craig**

**Acting Secretary.**

**Ross Burns**

**Treasurer.**

**Joyce Craig**

**Membership Secretary.**

**Alexander Craig**

**Members Nominations.**

**David Elvy**

#### **Other non-committee office bearers**

**Trolley Editor.**

**Alexander Craig**

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## *Message from the Chair*

I trust you are well and managed to have a break during the summer months. If you have been fortunate to visit somewhere interesting transport related would you like to share your experience with the rest of the group and write a short article for the Trolley. The editor would like to hear from you if you have.

Unfortunately this year's AGM failed to have a quorum of members present and as a result no group business could take place. Following receiving advice from several sources we require to re-arrange another meeting to try and transact our business as required by the constitution and as required by OSCR to maintain our charitable status. A further attempt to have the AGM has been arranged for Saturday 25th October in Summerlee, details included with this magazine. Could I ask all members who are able to attend the meeting as the charitable status of the group may be at risk.

At the museum there is still no progress on either appointing a Heritage Technician nor an examiner for driver or conductor candidates. This remains the position that the service has been in for most three years now with no likely solution in the short term. Added to these issues the museum are pressing ahead with the plans for its development and infrastructure upgrades which at the last notice looks likely to be finalised by early 2026. Once this stage has been completed and the final plan and funding in place work is planned to commence later in the year. Given the extent of the works around the site it is unlikely that any tram service will be operating during what could be at least a two plus year project. So if that is the case the trams even if they were able to are unlikely to operate during the next few years.

Work continues with the restoration of the Coronation 1245 tram and a fuller update will be provided in the winter Trolley along with details of what decision are taken at the re-arranged AGM.

I look forward to meeting up with you all at the meeting in October and hope that sufficient members are able to attend to allow decision to be taken.

# The Airdrie and Coatbridge Tramway System

The Airdrie and Coatbridge Tramway Company launched their first tram service on the 8th February 1904 but the story of trams in Monkland can be traced back to the 16th November 1871 when the Glasgow and Monklands District Tramway Company brought out a bill to be presented to the UK Parliament to construct a tramway. By the 30th November another company (Glasgow, Coatbridge and Airdrie Tramways Company) had introduced a bill. Both bills were promoted in the 1872 session of Parliament but were thrown out because they were too competitive



No new tramway schemes were heard until the 29th September 1896 when a joint committee of the Coatbridge Burgh Council and Airdrie Burgh Council met to consider a tramway, meetings were held in the Municipal Building (Kildonan Street), Coatbridge under the direction of Provost Arthur of Airdrie and by the 5th November the Town Clerk of Airdrie stated that the New General Traction Company Limited of London wished to submit a tramway plan for consideration. In November 1897 the British Electric Traction Company gave public notice of its intention to apply to the Light Railway Commission for an order under the Light Railway Act 1896 for a tramway to run in Airdrie only and after several meetings of the Joint Tramway Committee of Airdrie and Coatbridge, on the 1st February

1898 the committee agreed to support the order. On the 12th December 1900 the Airdrie and Coatbridge tramway was signed off and on the 7th February 1901 the Coatbridge Town Council approved the tramway and an order was placed through Parliament in 1902. The tramway was built and started service on the 8th February 1904



Photo courtesy W. Gratwicke

Inaugural Party at Coatbridge Depot, 5th February, 1904. Note middle car is incapable of running and car to right has destination Clarkston! Compare this view of depot with later view

# The plan for the Airdrie and Coatbridge Tramway

The tramway was planned by Coatbridge Burgh Council and Airdrie Burgh Council in 1900

In the borough of Coatbridge

Tramway 1 – Wood Street – Southburn/Quarry Roe at Parish Boundary.  
Double line 2 furlongs, 4 chains; single line 1 mile, 5 furlongs, 7.5 chains.  
Total 1 mile, 7 furlongs 7.5 chains

Tramway 2 – Sunnyside Road from tramway at Whitelaw Fountain off Bank Street. Single line 3 furlongs, 3.6 chains; double line 7 chains. Total – 4 Furlongs, 1.6 chains

Tramway 3 – Side of triangular junction Bank Street, Sunnyside Road at Whitelaw Fountain. Signal line 2.25 chains

In the borough of Airdrie

Tramway 4 – At Borough Boundary Southburn/Quarry Row – Motherwell Street. Single line 1 mile, 3 furlongs, 3.8 chains. Double line 1 furlong, 8 chains. Total 1 mile, 5 furlongs, 0.3 chains

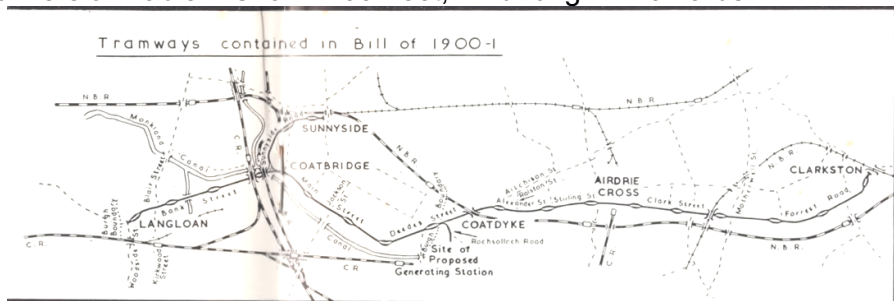
Tramway 4a – Off Deedes Street down Rochsolloch Road to land to be acquired for new power station. Single lane 8 chains

Tramway 5 – Motherwell Street – Clarkston Church. Single lane 6 furlongs, 2.3 chains. Double line 9 chains. Total – 7 furlongs 1.3 chains

Under the Airdrie and Coatbridge Tramway Act of 1900 only tramway No 4,4a and 5 were approved but only Tramway 4 was built.

In 1901 the Board of trade made a provisional order approving on Tramway No 1,2 and 3 but only Tramway No 1 was built

Conversion Table 1 Chain = 66 Feet, 1 Furlong = 220 Yards



## The Trams

The Airdrie and Coatbridge Tramway Company Purchased 12 trams from the Brush Electrical Engineering Company in 1903 (Numbered 1 – 12) with 3 more trams in 1905 (Numbered 13 – 15) and operated on the Airdrie and Coatbridge Route until December 1923, the trams then transferred to Elderslie (Paisley) depot as design of the trams was better suited to the Paisley routes. The trams were re-numbered to 1073-1087



*Photo courtesy G.C.T.*

Glasgow Car No. 1073 (ex-Airdrie and Coatbridge) in Newlands Depot Yard, 1934. Note the number of the "house," 1073, just visible over the door and headlamp on dash higher than on Glasgow Standard Cars

During 1923/1924 Glasgow Corporation Tramways starting moving some of their "standard cars" (trams) to Coatbridge, by the mid 1930's Glasgow started to move some of the Mark 1 "Coronation" Class trams to Coatbridge for the high speed serviced, during this time the original trams built for the Airdrie and Coatbridge Tramway Company were scrapped with A&C No 1 (GCT No 1073) being the last to be scrapped in January 1935



*Photo courtesy A. M. Robb*

Car No. 10 at the famous Whitelaw Fountain, Coatbridge, circa 1904. (This could well be Board of Trade Inspection Car or one of inaugural cars)

## Tram Fleet List

| A&C Car No | GCT Car No | Year Built | Builder | Body          | Truck       | Scrapped     |
|------------|------------|------------|---------|---------------|-------------|--------------|
| 1          | 1073       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | By 26/1/1935 |
| 2          | 1074       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | By 1/3/1930  |
| 3          | 1075       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | By 1/3/1930  |
| 4          | 1076       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | 26/12/1930   |
| 5          | 1077       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | 15/1/1932    |
| 6          | 1078       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | 31/12/1931   |
| 7          | 1079       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | 31/12/1931   |
| 8          | 1080       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | 5/11/1932    |
| 9          | 1081       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | 5/11/1932    |
| 10         | 1082       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | 9/1/1932     |
| 11         | 1983       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | 9/1/1932     |
| 12         | 1084       | 1903       | Bush    | D/D, O/T, U/V | Bush AA     | 9/1/1932     |
| 13         | 1085       | 1905       | Bush    | D/D, T/C, U/V | Bush Radial | 28/8/1934    |
| 14         | 1086       | 1905       | Bush    | D/D, T/C, U/V | Bush Radial | 22/3/1934    |
| 15         | 1087       | 1905       | Bush    | D/D, T/C, U/V | Bush Radial | 5/5/1933     |



A DRIVE ON THE CARS.

South Bridge Street U.F. Church Sabbath School Picnic  
leaving Airdrie Cross for Drumpellier, 4th June, 1904.

Photo – NLC Museums

## Transfer to Glasgow Corporation

On the 1st January 1922 operation on the Airdrie and Coatbridge Tramway Company was transferred to Glasgow Corporation Tramways although discussion on the merger started in November 1921 with the Airdrie and Coatbridge Tramway trustees agreeing that the undertaking and stores along with revenue from the 1st October 1920 to the 19th December 1921 be passed to Glasgow Corporation and that they pay 7% to the Town Council of Airdrie and Coatbridge and a draft order was placed in February 1922 and received Royal assent in April 1922. By the end of April almost all traces of the old Airdrie and Coatbridge Tramway Company had disappeared with the new section of track between Langloan and Baillieston starting to be built between May and August 1922 and in 1923 the remaining single track in Airdrie and Coatbridge was converted to Double Track This was completed by 1924



## The closure

Glasgow Corporation Tramways continued to operate the tramway in Airdrie and Coatbridge until the 4th November 1956 when the section of track between Airdrie and Baillieston closed to passengers. The closure of the Airdrie and Coatbridge route was discussed at the meeting of the Glasgow Corporation on the 2nd February 1959 that service No 15 between Baillieston and Airdrie and the Airdrie Local service be scrapped

On the last day of operation tram no 1251 operated the last passenger tram into Airdrie (from Glasgow) and prepared to operate the last tram in Airdrie and Coatbridge, the tram left at 1.02am and ran to Baillieston (arrived at 1.32am) the tram was turned around and then returned to the Coatbridge depot for the last time. Crowd's gathered along the route to mark the last tram, the crowd cheered and Driver Murdoch smiled and waved. At 2.00 am the tram entered the depot marking the end of the tram in Monklands, this also marked the closure of one of the longest tram routes in Europe



*Photo courtesy "Airdrie and Coatbridge Advertiser"*

The Last Car at Airdrie Cross, Sunday morning, 4th November, 1956

# History of Glasgow Tram 1245

***Built 1939 - Last Operated 1963***

***Returned to Scotland 2002 - Restoration started 2011***

## **The Coronation Class**

By the start of the 1930's demand for improvement in the comfort standard and speed with increased accommodation of the trams were called for despite in the 1920's the standard trams were improved, the Mark 1 class of trams was developed to improve the service, one of the Standard trams was converted to test the "remote contactor controller", this test although did not work it showed provided some essential information in the design of the coronation class. 3 prototypes were built, numbers 1141 – 1143 and were introduced between December 1936 and March 1937, the prototypes looked different but the electrical and mechanical equipment operated the same way



The new trams proved to be a success and 150 were planned for completion by June 1940, the design of 1141 was designed to be the standard. The class gained its name as the tram was introduced into service in 1937 the same year of the coronation of King George VI

## **The Corporation years (1939-1963)**

Glasgow 1245 was launched into passenger service on 29/5/1939 and was based at Parkhead Depot and would have operated on route; 15 (Paisley to Coatbridge) and could have routes 15a(Uddingston to Paisley), 23(Airdrie to Kelvingrove), 29(Anderston Cross to Tollcross) and 30



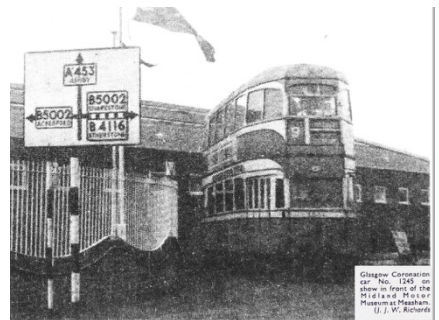


(Vincent Street to Exhibition, operating for the Empire Exhibition) and operated there until march 1960 when she was moved to Maryhill depot, by October 1961 she was moved to Dalmarnock depot and stayed there until June 1962 when she was withdrawn from passenger

service, she was transferred to the works department and was used to shunt trams around Coplawhill Works until 13<sup>th</sup> February 1963 making this the last tram to operate under her own power on the Glasgow tram network

### The traveling years (1963 – 2002)

At the Clouser of the Glasgow tram system, Glasgow Corporation Transport were scrapping their tram and would sell them to anyone who would buy them, Tram 1245 was purchased in April 1963 by Adam Gordon and transported here down to the Midland Motor Museum in Measham.



By May 1965 the tram was moved to East Anglia Transport Museum, during here stay there the tram was operated but a fire occurred in the control system making 1245 non-operational (making this the last time the tram operated) during her stay some restoration work was completed.



1245 then moved for a 3<sup>rd</sup> time since the Clouser of the Glasgow tram system as more indoor room was needed to store the operational trams, March 1998 saw her moved to Blackpool Tram Depot at Rigby Road by this point the fire damage and being exposed to the sea air was starting to show, by this point Adam Gordon was looking for a permanent home to help restore 1245 and loan 1245 to, the STG offered to house and restore 1245 at Summerlee but could not agree the condition of a loan and she remained at Blackpool until 2002



### **1245 homecoming and the restoration (2002 – today)**



By 2002 Blackpool Transport were looking for 1245 to be moved out of their Rigby Road depot and 1245 was offered to Summerlee, North Lanarkshire Council applied for funding from the National Museum of Scotland, National Funds for Acquisitions and received £2203.13 (50% of the cost to bring 1245 from Blackpool. 1245

arrived at Summerlee 25<sup>th</sup> April 2002, after arrival at Summerlee varying options for restoration were considered and restoration started in 2011

To find out more about the restoration of 1245 please visit [www.glasgowslasttram.net](http://www.glasgowslasttram.net)





## ***Conversions of a Bachmann 0n30 Tram***

### ***By David Elvy***

This article is not a how to, more of a what I did and from where I got my inspiration for the different conversions, none of these models are intended to be representations of prototype trams more representations of prototypes.

This article started back towards the end of 2018 shortly after re-joining the TLRS for the third time, having now firmly moved back to 7mm scale modelling I decided it was time for some tramway modelling once more. For reasons which now escape me I picked up a bachmann 0n30 tram, gave it a good look over and decided it would be a good basis for some adaptation to represent prototypes I liked.

The original long term plan was to build 7mm scale models of the early Ringhoffer trams which operated in Prague, these were standard gauge prototypes and so a start was made on a dual gauge fiddle yard loop. Moving on a few years, I still have a love for the Ringhoffer trams.

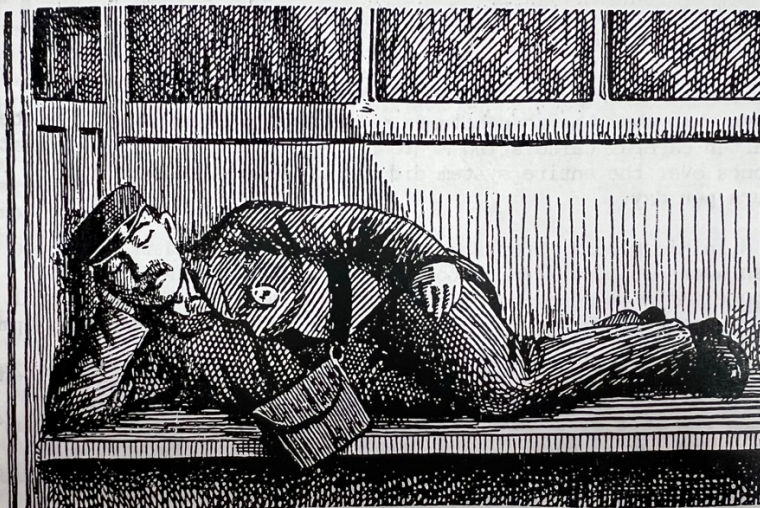
My love for the country that is more a home than anywhere else, and where I started my rail career working on the Hong Kong Tramway meant that my 4mm scale HKT models of 30+ years ago have been placed in a cabinet and my focus is now firmly fixed on 3'6" gauge trams in 7mm scale.

For me the Bachmann cars ride too high, I initially re-gauged the Bachmann trucks, tweaking the floor of the models. I raised the original bachmann truck to sit slightly higher in the body floor level but still remaining out of obvious sight, to make this adjustment I cut the floor from the underside and placed spacers between the original floor and the new floor level.

Re-gauging the truck was done by replacing the original axles with longer ones and reinstalling the new axles back into the original truck using the original bachmann wheels. This arrangement worked fine to start with, however knowing the Hong Kong trams would need new trucks the search was on to find some suitable parts to allow a truck to be installed entirely below floor level.

I now have what I believe is an acceptable arrangement, using the largest 00 disc wheels I could find which are 16mm diameter, not the 19mm diameter I ideally wanted, these are mounted in trucks sides from ABS, and KW Trams, I found a Locosnstuff who produce a perfectly acceptable traction motor. The first tram I built a new truck for was a kit produced by a Japanese company named G-Mark, unfortunately they no longer produce any tram kits, the point being though that the truck worked just as intended, this meant I now have an acceptable powered truck which could be installed without the need to cut in to the floor of the model.

The new trucks using the 16mm wheels which are mounted on 2mm dia stainless steel straight rod, the white metal truck sides have brass inserts 3.5mm deep to act as axle bearings.



THE CONDUCTOR'S CORNER.

And little wonder after 15 or 16 hours constant employment.

# **Summerlee Tram Fleet**

## **Photographed Through the Years**



Summerlee's First operating trams Brussels 9062 (arrived 1988) and Graz 225 (arrived 1989), Photo from 1990's

Summerlee's First Heritage tram Lanarkshire 53 (Arrived 1988, entered service April 1995) with 9062 and 225, Photo from 1993



Summerlee newest arrived, Dusseldorf 392 with 53, 9062 and 225, Photo from Summer 2001, one of the last time 9062 operated at Summerlee

Glasgow 1017 with Glasgow 1245, 1017 arrived at Summerlee 1992 and entered into service Dec 2003. 1245 arrived Dec 2002, photo from 2003



Summerlee operating tram fleet, Trams 1017, 53 and 392 out for final testing for re-entry into service after the 1<sup>st</sup> covid lockdown, Photo from Summer 2020

**To Find out about the full history of the  
Summerlee tram fleet visit [summerleetg.co.uk](http://summerleetg.co.uk)**

# What's on at summerlee

MUSEUM OF SCOTTISH INDUSTRIAL LIFE

## **Brick M8 Lego Show**

**Saturday 11 and Sunday 12 October**

Join us as LEGO® builders from across Scotland display their latest LEGO® creations and displays. If you have a LEGO® question these are the people to ask! Once you have been inspired then head to the build tables where there are thousands of bricks to play with. There are stalls selling Lego and a Lego trail. All in aid of Fairy Bricks.

## **October Week Activities**

**Saturday 11 – Sunday 19 October**

Activates for children through the North Lanarkshire School Holidays

## **Hallowe'en Fun Day**

**Sunday 26 October**

Spooky stories, Frightful Scary Silent Disco, Fancy dress prizes and more!

## **Meet Father Christmas**

**Saturdays and Sunday through December plus 23 and 24 December**

Meet Santa in his grotto and visit our winter wonderland activity area.

To book visit <https://north-lanarkshire-council-museums.arttickets.org.uk/>

## **Music in the Museum 2025**

Scotland's noisiest museum continues its programme of events, Music in the Museum, produced by North Lanarkshire Council's arts development team. From thunderous Compton Pipe Organ performances to world-class "pop-up" opera, there's a different musical event to experience each month in the unique surroundings of an industrial museum!

More information at <https://www.culturenl.co.uk/arts/musicinthemuseum>



# Contact Us

## Address

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Summerlee Museum  
Heritage Way  
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Lanarkshire  
ML5 1QD

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](mailto:trolley@summerleetg.co.uk)

*Preferred Size for Articles*

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

## Email

[Info+membership@summerleetg.co.uk](mailto:Info+membership@summerleetg.co.uk)  
[trolley@summerleetg.co.uk](mailto:trolley@summerleetg.co.uk)



# Upcoming STG Events

## Summerlee Transport Group/Tramway and Light Railway Society Model Group

The Next meeting of the model group will meet at Cumbernauld Theatre on  
Saturday 18<sup>th</sup> October 2025 at 1.00pm  
Saturday 29<sup>th</sup> November 2025 at 1.00pm

For More information, please email [info@summerleetg.co.uk](mailto:info@summerleetg.co.uk) and [scotland@tlrs.info](mailto:scotland@tlrs.info)

Full meeting address:  
Cumbernauld Theatre, Kildrum Ring Road, South Kildrum, Cumbernauld, North  
Lanarkshire, G67 2UF