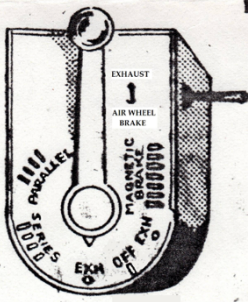


# STG TROLLEY

Winter 2025

The Magazine of Summerlee Transport Group



Controller diagram





## **SUMMERLEE TRANSPORT GROUP OFFICE BEARERS 2025-26**

### **Committee Members**

**Chair.**

**Secretary.**

**Treasurer.**

**Membership Secretary.**

**Members Nominations.**

**Members Nominations.**

**George Broom**

**David Elvy**

**Joyce Craig**

**Ross Burns**

**Alexander Craig**

**Christopher Broom**

**James Fraser**

### **Other office bearers**

**Trolley Editor.**

**Depot Supervisor**

**Alexander Craig**

**Alistair Mather**

### **In this issue of Trolley**

1. Message from the Chair
2. How to drive a tram
3. Tracing the past
4. Volunteer NL
5. Christmas Activates at Summerlee Museum
6. Glasgow 1245 Update

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

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# Message from the Chair

My name is George Broom and I have been a member of the STG for over 25 years a few of which I have previously served on the committee and some as chairman of the group. I have had a great deal of pleasure and enjoyment from being a member of the group particularly having the privilege of regularly operating the parks tramcars.

I decided to take on the chairmanship of the group on a temporary basis to allow David Craig to stand down after many years as chairman. David has found it increasingly difficult to find committee members and found himself his wife Joyce and son Alexander doing most of the administrative work themselves. I would like to thank David on the group's behalf for all his hard work and personally for his welcome back to the group when I returned after personal reasons. The second AGM this year was very successful with a good turnout and I would like to thank all who attended. We were very fortunate to regain the support of members of the Glasgow Electric group who are restoring the Blue Train.

Unfortunately, I am unable to advise when the tramway will reopen. I believe the park manager is putting forward a business case to create a new managerial post to take responsibility for the tramway and other engineering issues. The park is of course focusing on the hoped for redevelopment funding planned for next year.

The group has however held a number of work days organised by James Fraser and Alister Mather. Track cleaning has been undertaken a number of times greatly improving the appearance of the tramway but more importantly removing tar and stones which if left undisturbed would be very difficult to remove when the tramway is once again operational. Work is also being done in the depot, cleaning the trams and keeping the depot tidy. James is also in discussion with the park manager about what work can be done on the trams, this however will be very limited without the supervision of a tramway manager.

Thanks again for all your continuing support by being members of the group and best wishes for Christmas and New Year.

# Tracing the Past

## Using Archived Ordnance Survey Maps to Rediscover Scotlands past Tram Routes


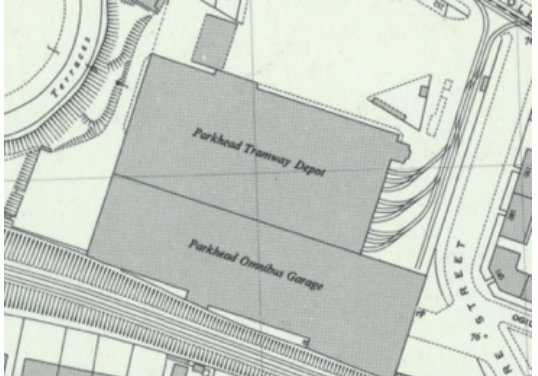


Now that we are moving into the that part of the year when we have long winter nights you may want to consider exploring old tramway routes which are recorded on maps. Anyone interested in rediscovering Scotland lost tram routes through maps, the National Library of Scotland has historical Ordnance Survey (OS) maps available to view free online, these maps are detailed and show the location of tram tracks, depots and power stations operated by the tramway company's as well as being able to show the same area today and how the landscape has changed



Map showing the Anderston area of Glasgow from the 1951 OS Map

You can use old OS maps to follow the old tram routes and create walking routes to explore the history of Scotland cities and town and see what still remains today, the best place to view the old OS maps of Scotland is by viewing the National Library of Scotland map website ([maps.nls.uk](http://maps.nls.uk)) A few examples of what may find still exist on these routes have been noted below

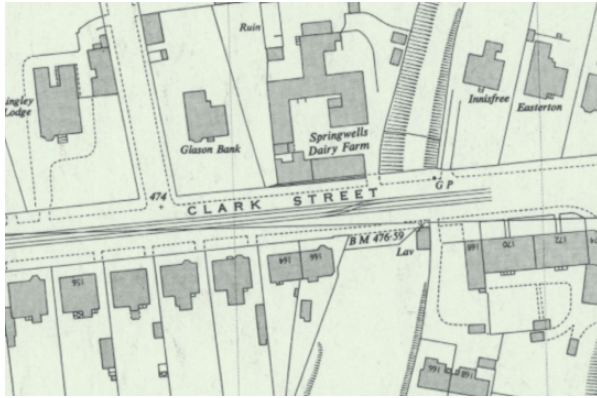
## What to look out for on the maps

<p>2/4 parallel running lines on the road</p>	<p>Tram Depots</p>
 <p>A detailed map of George Square in Glasgow, showing tram tracks running parallel to the road. Buildings like the North British Station Hotel and Scott's Statue are visible.</p>	 <p>A map showing the Parkhead Tramway Depot and Parkhead Omnibus Garage, with tram tracks leading to the depot.</p>
<p>Tram track around George Square</p>	<p>Parkhead tram depot</p>
<p>Substation and Tramway Store</p>	<p>Tramway Yards</p>
 <p>A map of Possilpark showing the EI Sub-sta and Tramway Store, along with other buildings like the Bank and Hall.</p>	 <p>A map of Coplewhill Works showing the Tramway Yard and other industrial buildings.</p>
<p>Substation and Tramway Overhead Stores at Possilpark</p>	<p>Tramway Yard at Coplewhill Works</p>

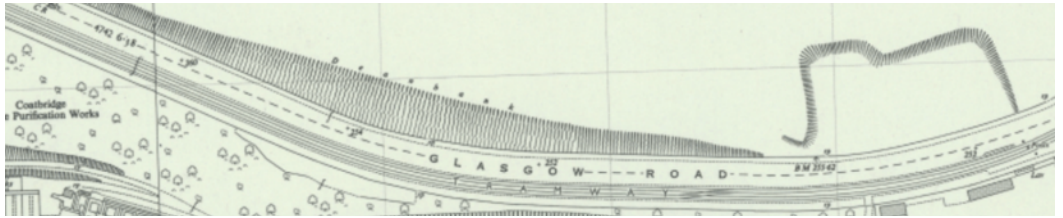
## What map to use and places that can be viewed using the “Side by Side viewer”

- OS 1:1,250/1:2,500 1944-1974 series for the following tramway systems; Glasgow, Edinburgh, Dundee, Aberdeen
- OS 25 Inch, 1914 (Edinburgh Only)
- OS 25 Inch, 1892-1914 series for the following tramway systems; Edinburgh, Glasgow, Dundee, Aberdeen, Perth, Rothesay, Stirling

## Using the maps to follow Glasgow tram Route 23 at introduced in 1943



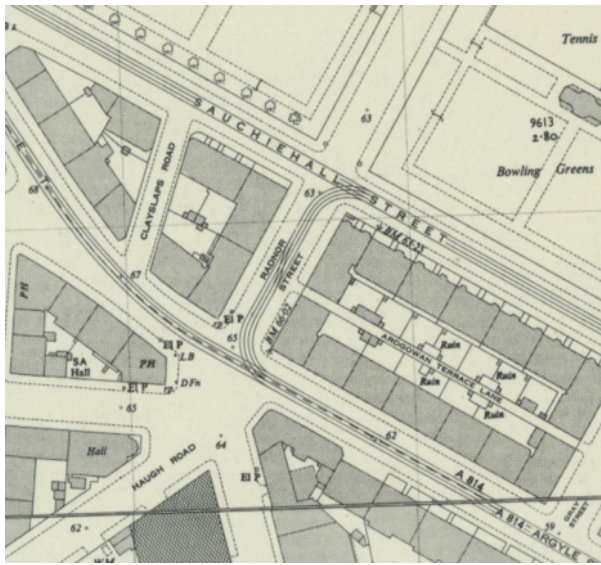
You would start at the end of Clark Street (Airdrie) and start walking toward Coatbridge along graham Street, Stirling Street, Alexander Street, Deeds Street then Main Street, Coatbridge (Passing the old Coatbridge Tram Depot),



Then along Bank Street to the Dual Carriageway, Glasgow Road(The Old Terminus of the Airdrie and Coatbridge Company and the reserve tram track)\*at the end of the Dual Carriageway the road layout has changed\* after this you would then follow Main Street Baillieston (at this point you would pass the site of the Baillieston sub station) and then Glasgow Road, Baillieston on to Baillieston Road,



Shettleston Road and then under the railway bridge on to duke street heading towards the city centre passing the site of Dennistoun tram depot (Paton Street, this of now a Hovis factory) Then join George Street then George Square (North and West sides) and then join St. Vincent Place on to St. Vincent Street,

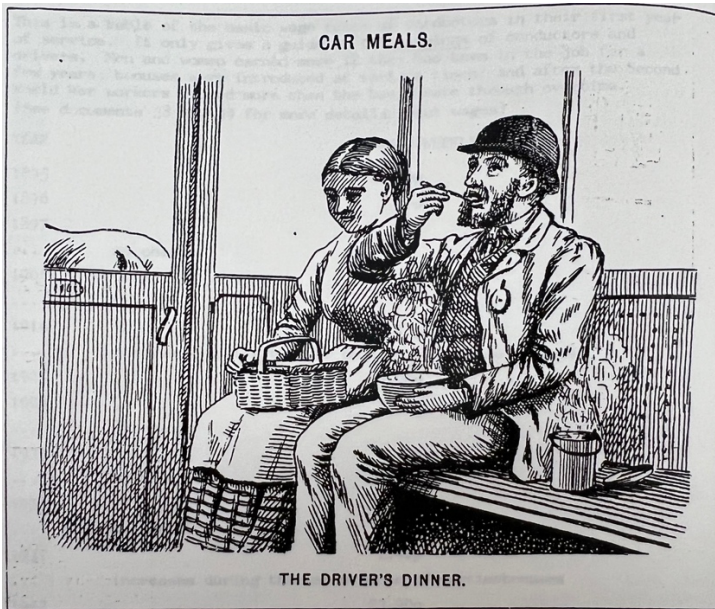


heading up Renfield Street then Sauchiehall Street heading toward Kelvin Hall to the Terminus on Radnor Street

When walking this route remember to look up as in the city centre on the walls of the building there many tram rosettes are still on the walls, section box's and traction poles have been reused as lamp post's

Information on this tram route from [www.iansemple.weebly.com](http://www.iansemple.weebly.com)  
Map images with thanks to the National Library of Scotland

Finally use the information you have obtained to plan you summer walking routes in particular note the changes time has brought and enjoy your walk. Rember if you have had a particularly interesting walk drop the editor a short story with a few photos so that we can include in a future trolley.

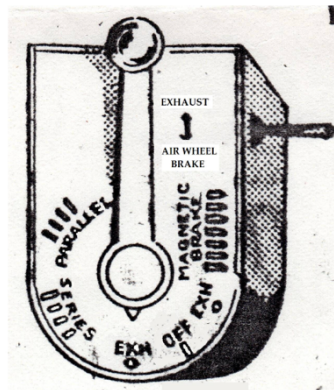


# How to drive a tram car

*How to drive a tram car, Step up in front with Robin Brewster at the controls*

*(Glasgow Evening Times article September 1957)*

Hurray along please- ting- ting we're off to the Glasgow Corporation Motor School to learn how to drive a tram. No wonder you have often wondered how the tram driver can control the whole vehicle by that single handle on the control column. The sketch shows that the ingenious piece of mechanism: so keep your eye on it as we drive off. To start the driver puts the pointer to the first notch in the four marked series. Series means that the two motors are dividing the amount of power between them. When the pointer is here, the power runs first through the rheostat, which absorbs three quarters of it, so the motors only get a small boost to start them. Now we move up to notch 2 and travel a little faster because the rheostat is now only holding back half the power then up to notch 3, and then notch four. The rheostat is now cut out and the motors are dividing the power



Controller diagram

(575v) between them. The rheostat by the way is that black box under the stairs, generally incorrectly thought to be a heater used by the conductor on cold days!

Now we are running along at about 12 miles an hour. To speed up we move the pointer up to notch one in the parallel group. The motors are now getting independent supplies of power, but again the rheostat is keeping back 3/4s of it to allow slow build up. Moving up the notched again slowly cuts out the rheostat until we are travelling on full power at 25 miles an hour. If the driver is in too much of a hurry and does not



53's rheostat opened.

move up slowly from notch to notch you will hear a big bang as the switch on the platform blows and he cannot get power back until it has been reset.

## Power Boxes

Perhaps you have noticed that going full speed down a stretch the driver will switch off the power for no apparent reason, pause then switch power back on. This is because he has reached a section junction. To ensure that every part of the overhead cable gets exactly the same voltage, the line is divided into sections, powered separately.



Summerlee's section box

Section junctions are indicated by a white painted pole with a power box beside it. In the cable at that point is the break between sections and the tram must pass this section with power off the bow collector (that's the apparatus on the roof which contacts the line) will join the sections and may burn out the insulator and cause hold ups!

On the lower right hand side of the control column you'll see seven notches marked with the words magnetic brake. To apply this, the driver swings the pointer right down through the off position and onto the first notch in the magnetic brake section.

## Shuddering to halt

In this case no power is going through the motors. Instead the electricity generated by the turning wheels is put to magnetising the brake shoe just behind the the wheels and bringing it down on the rail. Again the power passes through the rheostat box that notch one only exerts dragging pressure. But going to notch 7 brings the trams to a



392's track brake. Photo taken from in the inspection pit

shuddering halt which pitches the poor passengers about!

To illustrate how the wheels power the magnetic brake, imagine a tram standing in Renfield Street with brake on. As the wheels are not turning the magnetising current decreases until the shoe lifts off and

the tram begins to run down hill. But it has hardly gone far before the turning wheels have generated enough power to magnetise the shoe and bring it down again to stop the tram.

So it would go on until the tram has reached the level. If you have a bike, you'll see that the principle is the same as that of the dynamo which keeps your light going.

The handle jutting out the side of the control box is the air brake control. When the tram is at a stand still on the air brake you'll hear the motor running to generate the air pressure. A twist of this lever also applies sand to the greasy rails. The larger handle on the right is the wheel brake and this lock is generally only applied when the tram driver leaves the tram. Tram drivers must keep their eyes open for their own road signs. For instance the black speed restriction notices.

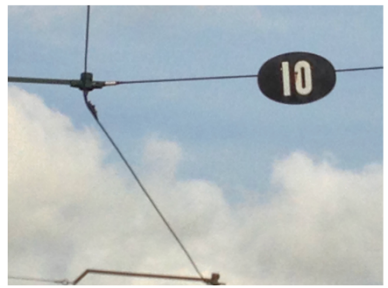
The black oval discs with white figures hand on the overhead wire, and indicate the maximum speed allowed on the section. His road book gives him special details for certain parts of the line but generally the limits are 15mph in the city and 25 mph in the suburbs. City centre sections are generally negotiated at 5mph

## Electric points

Finally there are electric points to be negotiated. The driver is warned of

these by an overhead white disc bearing the red letters E.P. Shortly after that he sees before him between the rails a round steel stud, a triangular stud and then an arrow. The round stud is a be prepared stud, but over the triangular stud the bow collector touches a special contact in the overhead wire which as you might say 'alerts' the points mechanism. Whichever direction the arrow points indicates that to go

that way the driver must pass over the arrow with one notch of power applied. If he wishes to go the other way he must switch off the power after passing the triangular stud and



Summerlee's maximum speed restriction notice on overhead line.

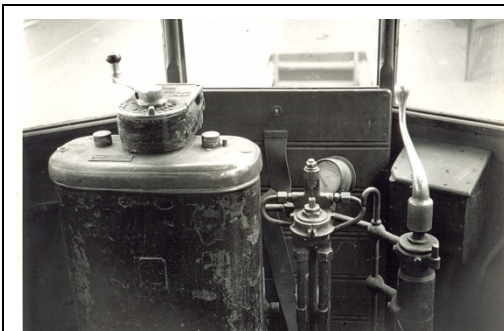


coast over the arrow. So there you are. To drive a tram is not such an easy job as many folk imagine is it? The low accident record of the Glasgow trams is a tribute to the men and women who drive them

Now that you have read the how the 1950's tram driver learned how to drive a Glasgow tram it is time to look at the differences between a Glasgow Tram and Summerlee Museum first operational tram (Information from Brussel 9062 Motorman's Manual)

The differences between the 2 tram is that most of the trams that operated on the Glasgow tram network date from before 1940's whereas 9062 dated from the approximately the 1958 about 1 year after the Glasgow Evening Times article was written

Brussels 9062 operated very differentially from one of the Glasgow standers



1017 original controller



Drivers cab from 9062

Although the principals for operating the tram are still the same there were some technical improvements, Brussels 9062 was designed to operate at one end only and when arrived at Summerlee only had a main controller fitted at one end and a shunting controller at the other (a second controller was added to replace the shunting controller). Some of the other differences between is that Glasgow operated trams that were aimed at seating passengers were as Brussels was mainly aimed at standing passengers, most of Glasgow tram were double decker and operated on the street were as the brussels tram also operated in tunnels so most of there trams were signal decker (if the Fitzpayne report went ahead Glasgow would have gone down the



same road as brussels, some of the plans for the new tram show similar as the ones operated in most of Europe), some of the other are;

1. Brussels only had doors on one side
2. Dead Mans pedal
3. Automatic doors (Glasgow experimented with them)
4. Electric bell
5. Electric windscreen demister

### **Historical background of 9062**

No 9062 was the prototype for a class of a hundred tramcars built in Brussels from 1960 which were specifically designed for one-person operation. The provision of turning

loops at the end of each route in Brussels allows cars to be run in one direction only, avoiding the need for controllers at both ends of the car.

The car is powered by two 70 hp motors and weighs 13 tons. It is mounted on a modified Brill 79EX2 truck, thought to date from the mid-thirties, which is similar to some trucks which were fitted under Edinburgh, Ayr, and other British trams

9062 worked regularly until about 1982, and was latterly returned for snow clearing duties. It was purchased by Summerlee in 1988 and operated at Summerlee Museum until 2004

*Addition information by Alexander Craig*



# Volunteer



M A K E A D I F F E R E N C E

For better unity, help your community

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

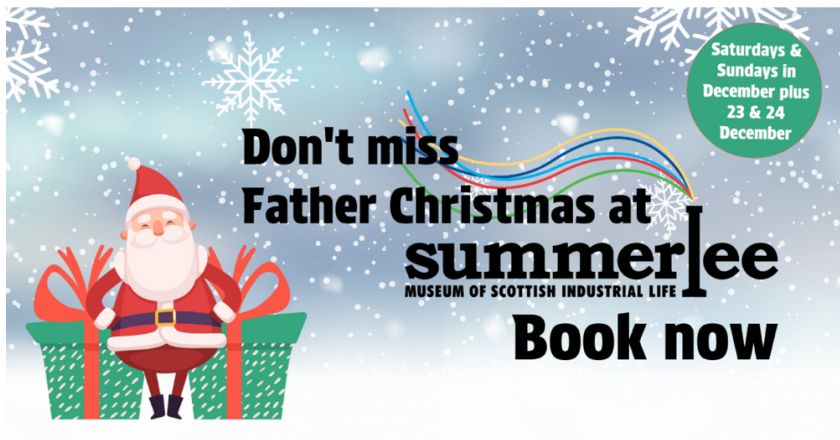
VolunteerNL is a new volunteering programme in North Lanarkshire Council that empowers communities to give back and do something worthwhile to make a difference.

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

There are many benefits to becoming a volunteer with VolunteerNL, here are just a few:

- Branded uniform
- Access to volunteering at exclusive events
- Discounted Active NL membership
- Access to multiple volunteering opportunities
- Formal training after volunteering for 90 days in your volunteer roles if applicable
- Rewards and recognition programme
- Gain experience and skills in a new sector

For more information contact North Lanarkshire Council via email at [volunteernl@northlan.gov.uk](mailto:volunteernl@northlan.gov.uk) or visit [culture.nl.co.uk/volunteernl](http://culture.nl.co.uk/volunteernl)



## ***Christmas activities at Summerlee***

### **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.

### **Xmas Photo Badges/Keyrings/Fridge Magnets**

Saturdays and Sundays through December, 11am to 3.30pm  
Mezzanine Area, Main Hall

Come dressed for the occasion and we will have a Xmas backdrop to  
Cost – £2 an item or 3 for £5  
Drop-in, pay at the workshop.

### **Xmas Lego Stairs Challenge**

Saturday 20 & Sunday 21 December, 11am – 3.15pm

Summerlee Photomedia Studio, Ironworks Building

Build a continuous staircase against the clock...

you have 30 minutes to complete the challenge!

Cost £2 a group session. Suitable for age 5-years+. Great family  
entertainment & best for groups of up to 4 people.

### **Photo Faces ID Kit**

Saturday 27 & Sunday 28 December, 11am – 3.30pm

Summerlee Photomedia Studio, Ironworks Building

Free, prints cost 50p

Suitable for age 5-years+

For more information please visit -  
<https://culturen1.co.uk/summerleewhatson/>

# Glasgow 1245 Update

Here is an update on the major work that is in progress towards completion of 1245. Since the last update the external painting has been completed and the down stairs seating first fitted and seat and backs fitted. They have been removed in the photo to allow access to the underside of the body to be gained to allow cable runs and air brake piping to commence fitting. The photo shows the final positioning of the control cabinet and it's wiring which has allowed cables to be run to the motors and drivers cab with progress being made on commencing their connection up to the various parts of the controller. A large number of small items are in progress towards completion and fitting with a final inspection of the mechanical links and parts related to the braking system being undertaken prior to refitting the floor panels. The team members are working towards completing all major works during 2026



# Contact Us

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ML5 1QD

## Email

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

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)

Please send them in by  
Sunday 3<sup>rd</sup> May 2026

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



Summerlee Project, Plan for the Cottages

