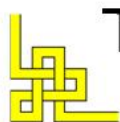




S.T.G

TROLLEY

November 2014



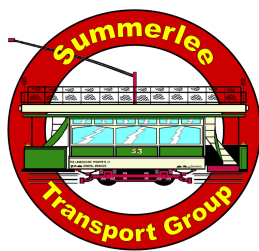
The Magazine of Summerlee Transport Group



392



1245



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A Note From The Editor

Well 6 months has gone by awfully quickly since our last edition. It's been a busy year for our volunteers with tram driving duties, weekly maintenance of the Summerlee trams and the restoration of Glasgow's last tram - Coronation 1245.

We welcome 2 new drivers to our ranks, Andy Crombie and Gavin Bain who passed their tests with flying colours and all the tram drivers for passing their yearly reassessment. As always we look for new drivers or those willing to volunteer as a conductor or in the tram shed.

Thanks again to all those who contributed.

Busy Summer For The Tramway

This summer saw one of the busiest and active periods for the tramway since the museum reopened in 2008.

It started in June when 53 played a starring role in the BBC children's programme My Story, about a group of children being evacuated during the First World War. In July it was once again the centre of attention when it was selected to carry the Queens Commonwealth Games baton on its country wide tour. David Craig and Ian McDougal shared the tram driving duty.

That's not to say the other trams, 1017 and 392 were not busy. The museum had a full programme of activities during the summer in addition to several special events all of which drew large crowds to the site.

The Steam Fair returned to the museum after a lengthy absence and was very popular, with a large number of visitors attending. This along with the earlier Classic Car show and Model Train exhibition, at which the STG Model tram layout was present proved to be very popular with visitors. The museum also welcomed the return of the canal boat Vulcan.

Finally in September the museum held a World War One Centenary event among which the popular Gordon Highlanders were present providing displays of life in the army of 1914. This rounded off a very eventful and busy summer for the museum and tramway. D Craig



1245

For those of you who are not following progress with 1245's restoration on our dedicated web site here is a short update.

Work has continued on the two bodies and motors. The fourth motor is now being reassembled and hopefully by year's end will be completed and tested.

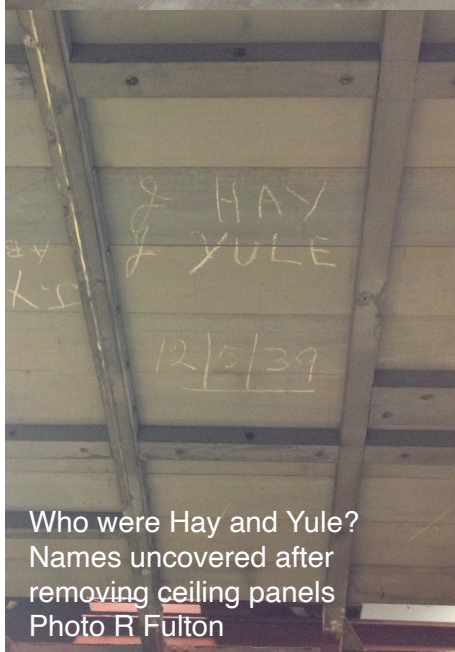
The mechanical parts of the second bogie, the



Completely restored Bogie and motors. Photo R Fulton



Restored stairs and Entrance.
Photo D Craig



Who were Hay and Yule?
Names uncovered after
removing ceiling panels
Photo R Fulton

first having been completed earlier in the year, should also be completed at the same time.

Work has continued apace on the lower deck with the repairs and strengthening of the chassis now complete. This has allowed work to progress on the body and main support struts for the upper deck.

Work had also commenced with the reinstatement of stairs and panels at drive end one of the lower deck.

We have also obtained the support and services of South Lanarkshire College's glazing department in replacing all the glazing in the passenger compartment to current transport standards.

Finally follow progress on our website glasgowslasttram.co.uk where you can also share your thoughts on the progress and please share this link with friends who may also be interested.
D Craig

Original seating
Moquette

A Trip To The Danish Tram Museum

By Ross Fulton

Having been invited to the Copenhagen beer festival with Stella my wife by our good friends, I thought it would be nice to see if Copenhagen had any Tram museums to visit.

Copenhagen had at one point a thriving tram network but this had long gone. The last trams to be bought for the network ended up in Egypt. Denmark's relationship with the tram ended in 1972.

My friend told me that Copenhagen had no transport museum however, he knew about a tram museum about an hours drive from Copenhagen. He had never visited it, as it was not really an interest of his.

What my friend had introduced me to was the Danish Tramway Museum (Sporvejsmuseet) at Skjoldenaesholm.

On arrival at the unassuming car park in the lovely wooded area between Roskilde and Ringstead you walk up stairs to the wooden platform and the open air reception desk.

Stretching away to your right you see a single tramway track vanishing off into the woods. After buying your ticket, about £9 for an adult and getting it punched, its not long before you hear, then see your first tram.

Now I'm not a great one, yet, for types of tram so I'll let the pictures do the talking and as the catalogue for the museum is in Danish please excuse me for not identifying the particular makes and models.

The tram sets off up a gentle incline

and after about 100m the trees clear and before you about another 100m on are 2 large tram sheds with 2 turning loops and about 12 lyes for the trams to access the sheds. Between the sheds are 3 tram tracks which merge to 2 just after the sheds and then to one line heading off into the distance. The 'collection' tram uses its electric brakes to pull to a gentle stop just outside the end of the right hand side tram shed.

I couldn't get off the tram quick enough,



Our transport to the main depots



1950 Melbourne Tram



1900 Copenhagen Tram

nothing to do with the tram itself but just the site before me of so many different trams. Many in the shed were under going restoration. You could walk amongst them and get onto some of them. Not only passenger service trams but works trams for general tramway maintenance. In this shed was a good shop and display cabinets full of tram memorabilia. Now my friend, who had never been before, was now animated 'there is the tram I used to get on when I was young. He sat in the trailer and showed me the wheel that was used as a hand brake.

Every 10 minutes or so, on a timetabled schedule, another tram left from between the 2 sheds and headed off into the distance. We got onto a 1900 double Decker tram which pulled behind it a toast rack trailer. The tram set off up the 1.6km single track with a couple of designated stops and passing places the tram reached the end of the line which was a loop with a stopping place. Within the loop was a small shop (a converted tram car) where you could buy some light refreshments including the museums own labelled beer and sit at outside wooden tables and enjoy the views of more tram cars heading up the track and passing round the loop.



Back at the sheds the other shed was more of a transport museum with trams, trolley buses and buses and light vehicles. On certain days you can also get a chance to drive the trams and get a certificate to prove it. The Museum is run by volunteers and is open Saturdays, Sundays and public holidays. All the volunteers spoke perfect English, just in case your Danish is not up to scratch. When I was there the museum was about to start building a new shed as many of the museums trams are located off site.

The most unusual car to see there was a 1950 Melbourne car which is owned by the Royal family.

If you get the chance of going to Denmark this museum is definitely worth a visit and my friend has already been back there taking visitors. Ps Stella said she loved it as well.

Check out their website on www.sporvejsmuseet.dk



Tramway Memories

Edinburgh Anecdotes

More Edinburgh Anecdotes by G Murray

In last Trolley we met for the first time Sandy who drove trams out of Gorgie Depot (serving routes 1, 2, 3, 4 and some extra 25's). The Edinburgh bus drivers finally negotiated a set time for a lunch break commencing about 1952, previously snacks had to be taken in the short time at a terminus. This did not apply straight away to tram crews who were naturally aggrieved and soon management gave them the same lunch breaks. This concession necessitated extra crews taking over vehicles for one or two journeys in the middle of the day and working split shifts.

Well Sandy this day had worked morning rush hour extras on service 4 (Slateford Station to Piershill) so was used to turning off Leith Walk into Leopold Place for London Road to go by Abbeyhill. He then was assigned one of these lunch time shifts on service 25 (Drum Brae or Corstorphine to Craigentinny or King's Road; this service was in effect a short working service 12 with various termini over the years and differences for rush hours and Saturdays). Having been on the 4's this confused our Sandy in that when he was northbound on Leith Walk he turned into Leopold Place for London Road instead of traveling the full length to the Foot of Leith Walk turning into Duke Street and going via Seafield to King's Road Portobello. His conductor immediately realised the mistake and belted Sandy furiously who stopped at the loading island in Leopold Place. This mistake could have been rectified as there were trailing crossovers in Leopold place and in Leith Walk but would have involved a lot of shunting over the sprung points which our Sandy was loath to do. There was only one lady passenger on the tram as it happened who was persuaded by the conductor to walk the short distance back to the Walk keeping her ticket to use on any tram going towards Leith. Sandy then proceeded at pace to King's Road via Piershill using the crossover outside Portobello Power Station (now long gone!) to regain route 25 to return to town via Seafield! However retribution was awaiting him at the Foot of the Walk in the person of the inspector timekeeper who called out "Where the b***** h*** have you been Sandy!" Sandy quick as a flash replied "You must have missed me as I passed here outbound otherwise how on earth could I be here now?" The inspector was not completely convinced but could not prove otherwise and reluctantly blew his whistle to give him the off. Sandy was no doubt much relieved and was well up Leith Walk before he turned to give his conductor a thumbs up with a wry smile.



Leith Walk, Edinburgh Photo RJS Wiseman

THE RACE TO THE TRAM

by Bill Aitken

At the end of 1953 my family moved from Leith to Wester Drylaw but I continued attending Leith Academy Primary School, which was now too far away to walk.

Because Drylaw was in a developing area of the city, bus services were limited and of course there was no tramway. There were two bus services, the 17 which ran from Randolph Place at the West End via Crewe Road South, Ferry Road and Pennywell Road to

Granton Square, where it connected with several tram routes, and the 28. The 28 was a short tramway feeder service which ran down Ferry Road from Davidson's Mains to Goldenacre where it terminated in Monmouth Terrace. During July and August it was extended from Davidson's Mains via Lauriston Farm Road to Silverknowes Promenade, a name which was miraculously fully squeezed by the signwriter on to the screen. At Goldenacre it connected with trams on Ferry Road and the one I took was the number 16, soon replaced by the number 10, to the Foot of Leith Walk.

Both services were single deck. The 17 was fairly frequent, about every 15 minutes, but the 28, which was the one I caught as it was nearer to the house and more direct, ran only half hourly. Catching it was a nervy business in the morning, partly because if you missed it you would be really late for school and partly because it was always packed. I wasn't the only Leith child moved out to the housing schemes and those from Trinity and Holy Cross Academies shared the same bus.

When we reached the bus stop on Ferry Road just before Granton Road, a tram was usually waiting at the tram stop which was on Ferry Road just after the road junction. At that time there were no traffic lights here. Being children, as we alighted from the bus, we would naturally run to the tram and of course we all carried school bags and some had sports wear and lunch boxes. There wasn't much traffic as I recall though my memory may be at fault as we just ignored it. After the first few children had climbed aboard many, but not all, tram drivers then slowly started off. Panic. Everyone ran like mad and jumped on to the moving rear platform.

This was by way of a game played with us by the tram staff because they didn't want to hang around for a lot of kids and end up running late. They weren't so silly as to do this in icy weather and I remember the conductor was always watching us and no one was ever injured. In this safety conscious age, however, any staff playing this game today would be sacked!



Goldenacre, Edinburgh Photo RJS Wiseman

The Royal Visit

By Bob Sutherland

The S.T.G. had kindly nominated me as driver of Car 53 with the royal party aboard for a forthcoming Royal visit to the Museum, Brian Quinn to be conductor. At a meeting before the visit I asked M's Carol Haddow (Museums manager) whether I should offer the controls to H.R.H. Princess Anne and was told "It's up to you".

On the day, I turned up slightly early and at first was refused entry by the armed security people who were everywhere on the Museum site. I persuaded the guards that I should be admitted.

The Princess and her group were to walk from the entrance down to the cottages & mine and then to board the car. I was only then advised that pickup point would be right at the start of the rising curve in the rails – not an ideal spot to start a "raw learner"!!

The Princess boarded the car accompanied by the "great & the good" from all over Lanarkshire. I showed her a newspaper clipping (supplied by Brian Longworth) showing the then Duke of York, later George V1 and her grandfather, driving a Glasgow tram – I asked the Princess if she "would care to emulate him" and drive 53??? She agreed and we went to the controls with canopy switch off whilst she learned about notching up and applying the handbrake. Because of the starting point this took perhaps a little longer than would have been the case with a straight flat run but Princess Anne was quick to understand and very quick to react to instruction without question.

Canopy switch was thrown "on" and away we went. As we approached the main entrance to the exhibition hall which was to be the drop off point, I said "Power off now Ma'am, and start braking because there is a great deal of press and photographers all over the track ahead – we musn't give way to temptation!" She replied "It is a bit of a temptation!" and smiled. We overshot the drop off point by only a few feet because she is very lightly built and I had to put some weight behind the handbrake too.. She was most gracious – when she thanked me she said that the car was the fastest electric vehicle she had ever driven and that she had enjoyed it very much.

The Newspaper people swarmed around the car and I was asked for name etc., etc., and told "That'll be front page of the "Record" tomorrow" – or that'll be all over the "Herald", etc. etc. since all had got good photographs of the Princess at the controls as 53 approached.

After the Princess had left the Museum, the Group members adjourned to a local hostelry for a belated lunch. This momentous occasion was on 11th September, 2001. (or as the Americans call it 9/11) As we sat down to dine Pat, my wife, phoned me to say that "some idiot has hit



HRH Princess Anne under the instruction of Bob Sutherland

the Twin Towers in New York with an aircraft – if the pub has a T.V. go and see it” I had just weeks before piloted a Cessna aircraft from Thruxton to Isle of Wight and back so she knew of my aircraft interest. Members of the S.T.G. had recently been standing on the roof viewing platform on top of one of the towers so as a group we stood in front of the T.V. in time to see the second aircraft strike! All this meant that the publicity the Museum had hoped to create in the press the next day was wiped out by the horrific events in New York.

More stories and memories

I remember my dad telling of a time when an old double deck open top tram was making its way along Sauchiehall street. The tram had just picked up a reveller who maybe had had just a wee bit too much to drink. Well, he staggered his way up the stairs at the back of the tram and was busy trying to identify a suitable seat to grip himself onto when the tram braked. Well the poor man had no chance of planting himself on the bench seat instead he did a merry little hurle and jig all the way down to the front of the tram and flipped over the front. Landing with all the grace and dexterity of a gymnast on his feet. The man then headed off in the direction of the next libation probably wondering if a tram had just got the better of him.

Jean,
Bearsden

I recall a time when I was on my duties when there was a bit of a kerfuffle. The lower deck was full but one particular elderly lady refused to go up stairs despite the encouragement of the conductor. Eventually the lady turned round and said there's no way I'm going up there.

'And why's that we queried'.

'Do you think I'm mad there's no driver up there!!!

Pat Dunion, ex Glasgow tram driver.

I recall another story. When stopping on Jamaica Street a potential traveller asked 'does this stop at the Broomielaw'. The conductors reply 'Well if it does nae there will be one hell of a big splash!!

Pat Dunion,
ex Glasgow tram driver.

I remember a Francie and Josie story of the stingy old visitor to Glasgow. At the tram stop he asked the conductor of the first tram to come along

'how much does it cost to get to Maryhill from here?'

'A penny' was the reply.

Exasperated the visitor replied 'a penny that's daylight robbery'.

The tram moved off and the visitor decided to chase after the tram to at least the next couple of stops'. Huffing and puffing he eventually caught up to the tram again. 'How much now?.

'Three pence' was the reply.

'WHIT' your pulling ma leg.

'Nae' replied the conductor 'your goin the rang way' this tram doesnae go to Maryhill!!!'

Pat Dunion,
ex Glasgow tram driver.

Trolley Quiz 2014 No 2

By G Murray

Lye 1: Classes of tramcars – name the systems which originally operated these cars.

- 1) Lance Corporals
- 2) Conshie Cars
- 3) Cunarders
- 4) HR2s
- 5) Vambacs

Lye 2: Systems – name the systems by these clues.

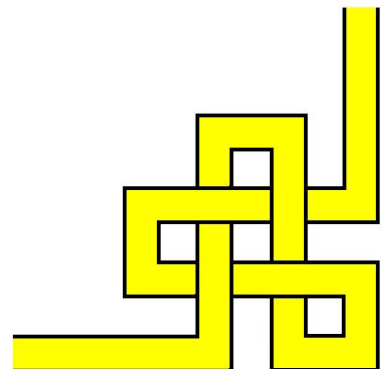
- 1) Was involved with the early orders for the EMB bogies along with Glasgow
- 2) Most northerly electric tramway in Scotland
- 3) Yorkshire municipal tramway with “Glasgow gauge”
- 4) Town served by the “Imperial Tramways Co Ltd”
- 5) Most westerly electric tramway on mainland Britain, passenger service ceased 1927 but tin ore carrying lasted till 1934. (Had Campbeltown and Machrihanish been an electric tramway rather than a steam railway it would have been a very close run answer!)

Lye 3: Name the year in which these tram systems closed down.

- 1) Dundee
- 2) Leeds
- 3) Stockport
- 4) Sheerness
- 5) London

Lye 4: Name the tram systems which served these destinations

- 1) Nottingham, Ripley
- 2) Racecourse, Burns Monument
- 3) Saltash Passage, Devonport
- 4) Beauchief, Sheffield Lane Top
- 5) Townhill, Lochore



A Wee Stretch of your Tramagination

photomontage by R Fulton



In a couple of years we'll see the real thing parked at the top end of Summerlee.

See glasgowslastram.co.uk

Edinburgh's Restored Horse Tram which currently resides at Lathalmond Bus Museum should definitely get a day out on Princes Street



1017 would certainly compete for people's attention if not for the number of passengers carried

Trolley Quiz number 2 - ANSWERS

Lye 1: Classes of tramcars – name the systems which originally operated these cars.

- 1) Leeds Corporation
- 2) Dundee Corporation
- 3) Glasgow Corporation
- 4) London County Council
- 5) Blackpool Corporation

Lye 2: Systems – name the systems by these clues.

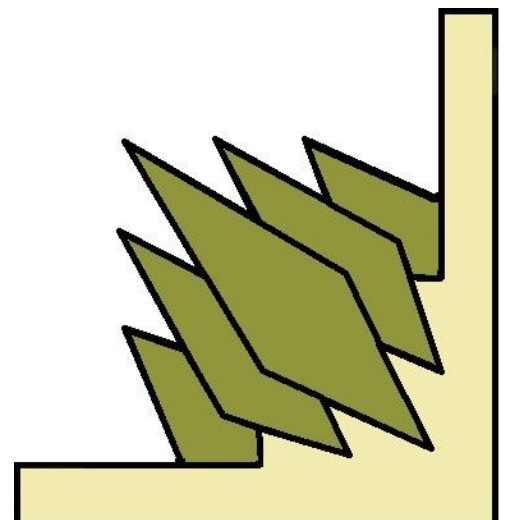
- 1) Liverpool Corporation
- 2) Cruden Bay Hotel Tramway (owned by GNS Railway then LNER)
- 3) Huddersfield Corporation
- 4) Middlesbrough
- 5) Camborne and Redruth Tramways

Lye 3: Name the year in which these tram systems closed down.

- 1) 1956
- 2) 1959
- 3) 1951
- 4) 1917
- 5) 1952

Lye 4: Name the tram systems which served these destinations

- 1) Notts. & Derby Tramways Co
- 2) Ayr Corporation
- 3) Plymouth Corporation (some routes were company operated till 1922)
- 4) Sheffield Corporation
- 5) Dunfermline and District Tramways Co





Cars to Town Stop Here

by George & Margie Broom

A number of years ago I acquired an Edinburgh tram stop via a well known internet auction site. Edinburgh tram stops were very helpful as they gave visitors information on the direction the tram was heading by either advising Cars to Town stop here or Cars from Town stop here. I had examined a tram stop before as a colleague at work possessed one and advised it had been obtained on the night of the great raid. He explained that after the final tram made its way into the depot a number of enthusiasts, under cover of darkness, went out with stepladders and removed the stop signs to keep as a memento of the tramway system. George Murray, who also has a sign, advised that after the closure Shrubhill were selling off mementoes of the system and that is how he obtained his. Unfortunately, I do not know how my sign was obtained. I would like to think it was one of the spoils from the great raid. The other unknown is where the stop was located. Could it have been the stop outside Edinburgh zoo? If so, it would have witnessed the famous Penguin parades where keepers allowed the animals onto the roadway, unthinkable now with the amount of traffic on the roads. Could it have located near Newhaven harbour? If it was fishwives with baskets of fish ready to be taken into the city or suburbs for sale would have waited below it. Perhaps it stood at the terminus at the top of Liberton Brae? If so, it would have witnessed the anguish and desperation of the tram crew of car 349 on the 1st June 1929 when the brakes failed and the tram ran away without them down the hill. I will never know no matter where it was located but it must have been a welcome site to many commuters. What we do know for certain is that on Friday the 16th November 1956 when tramcar 217 had run into the depot for the last time, signs proclaiming Trams to Town stop here would no longer be required in Edinburgh (OR WOULD THEY).

On the 31st May 2014, as dawn broke, shortly after 4am like druids at Stonehenge on the

summer solstice Tram enthusiasts from all over the world met, not to see the sun rise, but, the arrival of Edinburgh's first new tram in passenger service. The meeting point was the Gyle shopping centre tramstop a few hundred yards away from the old Maybury tram terminus. I and I think the officials from Edinburgh Trams were amazed at the number of people who had turned up at this early hour to be part of this historic journey, I had real concerns we would not get on the tram. Due to the large numbers there were problems with queues forming at ticket machines and there was a bit



George and Marjory Broom and George Murray

of a panic when a tram arrived early, however it was not in service and passed by much to the relief of ticketless enthusiasts. Eventually 5am arrived and we could see the high intensity roof



George invokes memories of the past - and makes sure the tram driver knows where to stop

light of Edinburgh's first new tram in the distance, from its protective cover I removed the old stop sign held it high announcing to all Cars to Town stop Here.

We managed to board the tram fairly quickly Margie was lucky enough to get a seat and I found a good place to stand and enjoy the journey. The tram was jam packed but had a great atmosphere with passengers cheering and singing as the tram made its way 'to town'. Press were on hand to record the views of passengers and I, with the tram sign, did appear in a number of papers. Margie was also interviewed and her account was widely circulated by the press association.

We were not disappointed by Edinburgh's new trams. They are comfortable, ride well and have a huge passenger capacity. The line from the Gyle basically followed the Edinburgh- Glasgow railway to Haymarket, then the magic begins. A short street running climb takes us up to the new Haymarket interchange stop and onto the tram route of old. The sun was now shining behind the Castle as we entered Princes Street and what I am about to describe could not have been better stage managed. As if to greet trams back into town, a gust of wind blew blossom from the trees, which fell before the tram as it glided along this historic thoroughfare. Eventually we arrived at the terminus York Place where the majority of our fellow passengers alighted. Another quick photo opportunity was taken with the sign with the hope that in the not too distant future the route will be extended down Leith walk to Ocean Terminal and a more apt tram sign would read Cars from Town stop here.

At York place we met up with George Murray who had also been riding on the tram and enjoyed the return trip to the terminus at Edinburgh Airport, a destination to which Edinburgh taxi drivers mischievously misinformed people the trams would not run to.

Technical Corner

Some Notes on The Melbourne Tram Network

By Paul Geissler

The **Melbourne tramway network** is a major form of public transport in Melbourne, Australia. As of May 2014, the network consisted of 250 kilometres of track, 493 trams and 25 routes. It is the largest urban tramway network in the world, [ahead of the networks in St Petersburg(240 km), Berlin (190 km), Moscow(181 km) and Vienna(172 km). Trams are the second most used form of public transport in overall boardings in Melbourne after the commuter railway network, with a total of 182.7 million passenger trips in 2012/13.

Traditionally the system was operated using W-class cars, introduced initially in 1923 and being progressively improved until the W7s in 1956. All were fitted with double trolleys which were changed over at the termini.

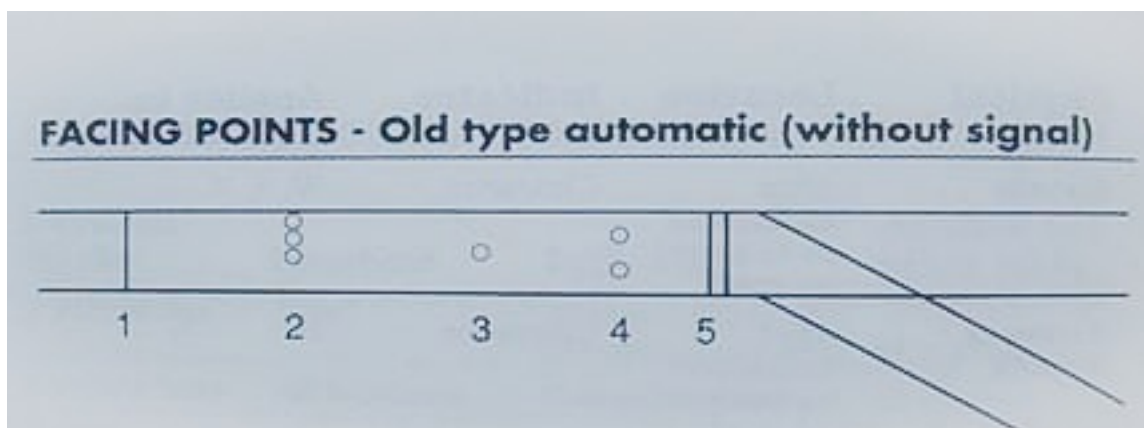


The Z Class were introduced in the early 1970s, followed by the A Class, to replace the Ws. These were also fitted with trolleys, as were the the As.



Thus, when operating electric points, relatively simple road markings could be used as indicators.

I recently came across a booklet issued by the Public Transport Corporation – Tram and Bus Division entitled **Operational Guide to Tram Stud Markings**: Revised July, 1990 which, amongst other things, gives detailed instructions on the operation of trams at facing points.



<u>Track Markings</u>	<u>Indicates</u>	<u>Applies to tram class</u>
1 Yellow bar on road	Advanced warning compulsory stop	All classes
3 Studs on road	Provisional stop. Not to pass until tram in front has	All classes

Note: Drivers will approach this mark sooner where A class trams operate

1 Stud on road	Start direction selection	All classes
2 Studs on road	End direction selection	All classes
2 Yellow bars on road.	Compulsory stop	All classes

However, as the Bs and subsequently the Cs (Citadis) and Ds (Combino - Siemens) were introduced trolley operation became impossible because of the length of the cars and pantographs were used. This in itself introduced operational difficulties for operating the points.

Depending upon the direction of the car the pantograph could be at the front or the rear of the car!!

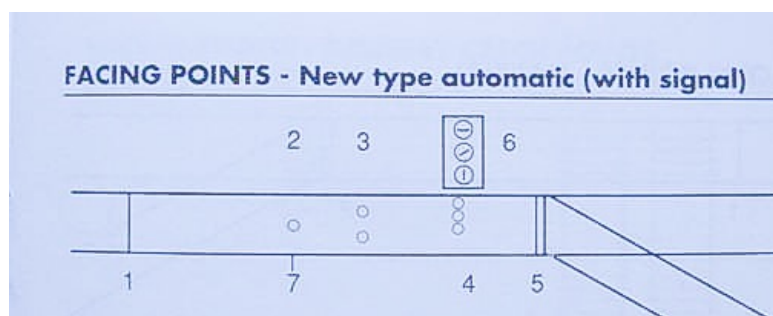
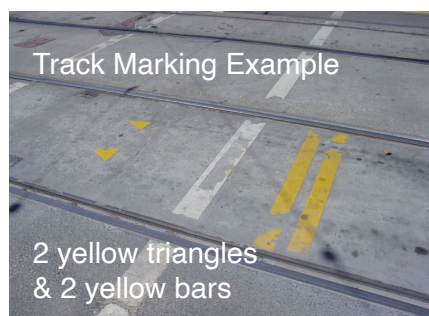


Pantograph cars (stage 1 changes)

<u>Track Markings</u>	<u>Indicates</u>	<u>Applies to tram class</u>
1 Yellow bar on road	Advanced warning compulsory stop	All classes
3 Studs on road	Provisional stop. Not to pass until tram in front has cleared points	All classes

1 Stud on road	Start direction selection	W,Z ,B & A rear panto cars
2 Studs on road	End direction selection	W,Z ,B & A rear panto cars
2 Yellow triangles on road	End direction selection	Front panto cars
2 Yellow bars on road.	Compulsory stop	All classes

The driver had to remember pantograph position and the altered road markings.
With the introduction of the new, longer cars a decision was made that all cars be pantograph fitted



<u>Track Markings</u>	<u>Indicates</u>	<u>Applies to tram class</u>
1 Yellow bar on road	Advanced warning approx metres before compulsory stop	All classes
1 Stud on road	Start direction selection	All classes
2 Studs on road	End direction selection	All classes
3 Studs on road	Provisional stop, await proceed signal	All classes
Half yellow bar	Additional indication of where one stud is located	

(This has probably been achieved by altering the stud positions, by advancing the Start Direction Selection stud by at least a full articulated tram length.)

Within the article there are further details about non automatic points, railway crossings, cross overs, shunts in depots and dept yards as well as section insulators.

Conclusion: If the above was all a bit bamboozling it all goes to show you how Tram driving is a skilled craft, requiring concentration at all times!!!

The Insides of Lanarkshire 53's Controller

Photos R Fulton



With the front cover of the controller box removed and flash arresters in places

The spark or flash arresters have been rotated out. Carbon residue from sparking is very evident on the removed arrester



The main barrel of the controller is evident with protruding contacts. As the controller arm is turned, or notched up, these contacts progressively engage the individual sprung contacts (fingers) running the full length of the barrel on the left hand side.



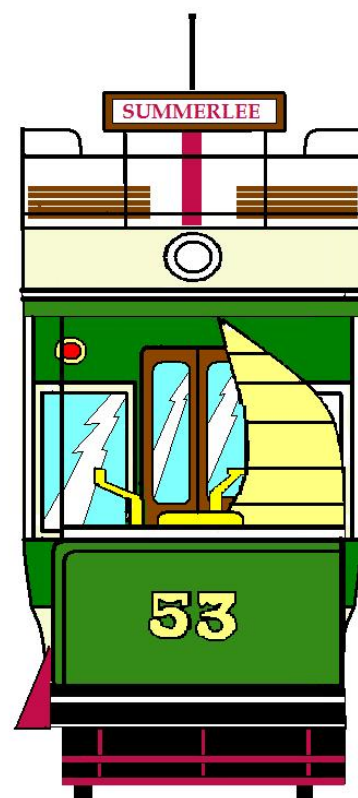
Looking for a Christmas Gift or Birthday present?

Summerlee Tram Driving Experience

Members should be aware that Summerlee Transport Group can now offer a tram driving experience on Thursday evenings for guests during the light evenings of late Spring, Summer and Early Autumn.

If you know of anyone who would be interested in applying for, or gifting an experience, please email **stg.inbox@outlook.com** for more information.

All profits go toward 1245's restoration.



Glasgows Last Tram.

<http://glasgowslasttram.co.uk>

Monklands online.

<http://www.monklands.co.uk/summerlee/>

Dundee Transport Museum

www.dmoft.co.uk

Culture NL

www.culturenl.co.uk

Danish Tramway museum

www.sporvejsmuseet.dk

Melbourne Tramway

www.yarratrams.com.au/

Edinburgh Trams

www.edinburghtrams.com

Beamish

www.beamish.org.uk

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