



S.T.G

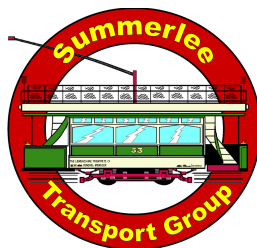
TROLLEY

Winter 2017



The Magazine of Summerlee Transport Group





SUMMERLEE TRANSPORT GROUP

OFFICE BEARERS 2017-2018

Committee Members

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Innes Robertson

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George Murray

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Membership Secretary.

Ronnie Maclean

Restoration Group.

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Trolley Editor.

Ross Fulton

Depot Supervisor.

Alexander Craig

Workshop Co-ordinator.

David Craig

Message from the Chair

Dear members,

AS ANOTHER winter approaches we hope the public come to enjoy our trams – particularly over the busy festive period when events are planned at the museum.

There are three reliable trams working and again 392 will carry out the bulk of the work during the winter months.

I'm sure members will agree that this tram is starting to look a little tatty and could do with a new paint job on the exterior and increased seating inside.

I'm pleased to report that we now have a group of new drivers and three conductors and I congratulate them on their achievement and this will relieve the pressure on our existing group of drivers.

Our existing drivers all passed their recent driven tests with flying colours and I say well done (including to myself).

You will notice on our tram driving license we have a photo of one of our previous trams which is a nice touch.

On track work still needs repairs and we await progress on this by the museum staff.

The points outside the tram shed were filled with concrete but this has not been so successful and needs more work as the track is still moving under load.

Our Thursday nights have now stopped for the winter.

I wish all our readers best wishes for the festive season and hope you all have a lovely Christmas and a happy New Year.

I look forward to next summer when we can enjoy 53.

Innes Robertson
Chairman

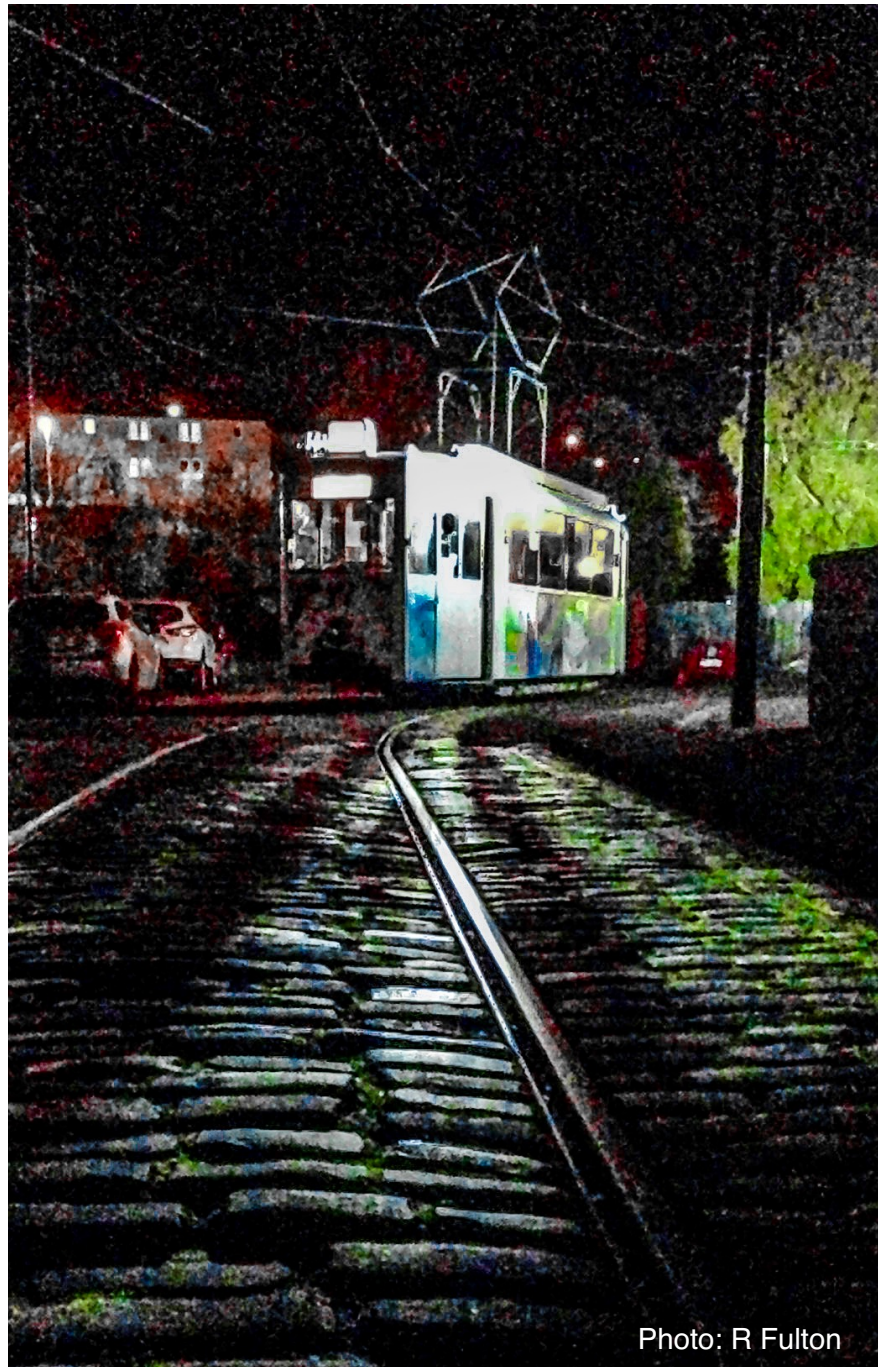


Photo: R Fulton

Workshop and Depot Reports

Workshop Report

Once again, a very busy period over the summer and autumn months for the museum with all three operational trams having some time in service particularly over the busy special event days. Many thanks are extended to all of the group's volunteer crew members for providing cover during these busy and sometimes not so busy periods. It all adds to the pleasure of all visitors to the museum.

With the major restoration work completed on 1017 by the end of last year the majority of work undertaken over this period was routine inspection and cleaning to ensure that all trams were available for use. Individual reports for each tram and the restoration work on 1245 are noted below.

Dusseldorf 392

As the weather during this summer period was quite varied with heavy rain on occasions it was left to 392 to provide the majority of the daily service. As the tram of choice during very heavy rain it was available virtually every day during the summer months. The exceptions to this was when the tram was in the depot having routine service on brake mechanisms and lubrication of all associated moving linkages. Work was also undertaken on adjusting and reprofiling the contacts on both controllers along with lubrication of contacts. Monitoring of the generator set was also undertaken after its refurbishment earlier in the year and no problems were reported from this item.



Photo: A Mather

Glasgow 1017

On the days that the weather permitted and there were many, although it may not seem so during what has proved to be a very wet summer period, 1017 was the tram of choice for most crew on the day. In addition to the planned service schedule of adjusting and lubrication of the brake and other mechanical linkages work was also undertaken to correct the miss alignment of the bow skid plate.



Photo: A Mather

Anyone who has driven 1017 will know that at certain points in the track it would either lose contact with the overhead or run off. After discussion with the Heritage Technician adjustments were made to both the height of the bow and a replacement bow fitted. As a result, the majority of operational issues have been removed and monitoring of the effectiveness of the adjustments is ongoing. Also, the modification to the axle box thrust plates have proved to be successful and are under regular monitoring to ensure that they function as intended.

Lanarkshire 53

As has been the case for several years now due to poor weather conditions and lack of trained crew this tram did not have as much service as the other trams during the summer months. It did however make a

number of appearances particularly during special event days and local school holidays. As with the other operational trams the majority of routine work undertaken was of planned inspection and servicing along with cleaning and adjustment of control contacts, etc. monitoring and adjustments was carried out to the newly fitted brake shoes to ensure that they were bedding in correctly.

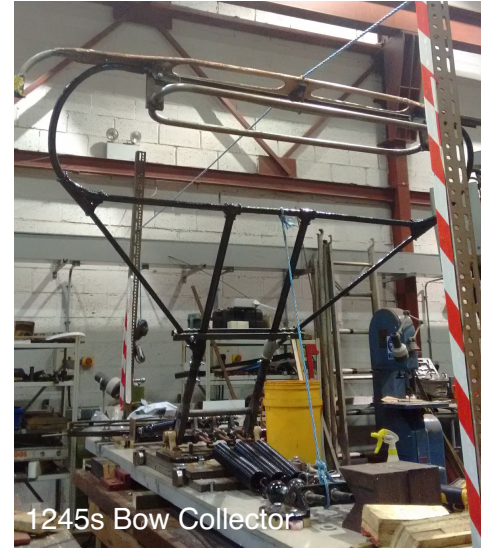
Glasgow 1245

During the summer month's a large number of small, but essential, jobs were undertaken on the body and truck of the tram. These consisted of the removal and replacement of dozens of small wooden strips along the outer body frame along with the preparation of internal parts in preparation of the next phase of panel restoration.

Work was also undertaken to remove and sort through the dozens of parts held within the storage container, many of which had not seen the light of day since their arrival at the museum. These consisted mainly of the seat frames and cushions along with the handrails and mountings and other associated internal parts. Along with these items several items relating to the controllers and sanders were also removed all of which required to be assessed and catalogued to determine their condition and serviceability in particular it allowed a full inventory of what was available to be obtained. All of this work has been used to inform the restoration team of what was available and in particular what would have to be obtained or manufactured to complete the restoration.

As we move into the winter period the work to manufacture a new bow collector from the parts available has commenced with a mock up being put together by the heritage technician in the workshop. Work has also been undertaken to repair and replace the mounting plate on the roof along with fixing the ceiling panels to the upper deck. Work has also commenced to raise the tram body to move the bogies under it to make the final connections to the brake and sander systems.

Progress has also been made with the major funding application to the Heritage Lottery Fund with some major milestones having now been achieved and feedback is awaited on the progress to the next stage of the application.



David Craig

STG Workshop Coordinator.

Depot Report

Firstly, can I thank all of our volunteer members who have turned up regularly on a Thursday evening during the recent works nights for all their help and support in keeping the trams and depot clean and tidy. Without this support, we could not maintain the service we have agreed with the museum management.

As a result of the larger than normal numbers regularly turning up we have been able to keep on top of the cleaning of the trams which has added to the enjoyment of visitors to the museum. All the agreed planned work requested by the heritage technician has in mostly been completed including routine inspection of various items of the trams as indicated in the workshop report. It was also, with their support, that so much work in preparing the depot for conversion into an exhibition area planned by the museum has been achieved.

Work was also undertaken in helping the heritage technician with maintaining the tram track by clearing leaves and other items from it and helping with the repairs to the track and points at the cottages end of the line.

As you will note further on in the magazine several members have undertaken both driver and conductor training with several of them graduating from this training as qualified drivers and conductors to add to our list of available tram crew. Well done to all those who have passed the test.

Finally, we have now finished for the winter and I look forward to seeing you all again in the new year when the evenings recommence. Remember if you have enjoyed coming along please consider inviting along any of your friends or relations who may also be interested in volunteering or simply supporting the work we do and joint the group as volunteers.

Alexander Craig

STG Depot Supervisor.

Congratulations to all our existing drivers

During the year the Museum Manager advised that it was that time again for all drivers to be reassessed for competence and knowledge of the requirements of the tramway at Summerlee. Congratulations are extended to all our drivers presented for reassessment as all drivers were successful and passed the assessment tests set by the museum. Thanks are also extended to the museum management for organising the examiner and for providing the assessment facilities.

And

Congratulations to our NEW crew members.

During the year the group have successfully trained new tram crews for both the driver and conductor teams. Earlier in the year Alistair Mather passed out as a conductor and has undertaken several crew duties over the summer. Graeme Scott undertook training as a driver and during the reassessment period was passed out as a qualified driver and has undertaken several driver duties. On our the penultimate evening of the 2017 session Christopher Broom completed his training as a driver and was passed out as a qualified driver and on the same evening both Adam Reid and Steven Anderson were successful in qualifying as conductors. Congratulations to all our new crew members and we look forward to their contribution to the tram service at Summerlee over the next few years.

David Craig

Note for your Diary

AGM 2018

Please note that the 2018 AGM will take place on Saturday 24th March 2018 at 1pm in the Reigart Suite within the Ironworks Building at Summerlee Museum papers for the AGM and a reminder will be sent out nearer the time and we look forward to meeting you then.

Membership Renewals 2018

Members are reminded that membership fees require to be renewed by the end of January 2018 or at the AGM 2018 and to assist you with this a renewal form has been included with this edition of Trolley. For members receiving this by email can you print the form of and send it to the Membership Secretary c/o the address indicated in the form. There is no change to membership fees for this incoming year

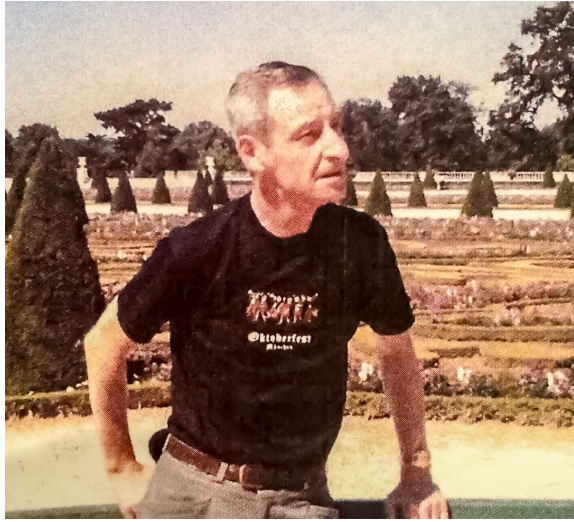
New Motormen Christopher Broom (left) and Graeme Scott (right)



New Conductors Steven Anderson(left) and Adam Reid (right)

Willie Wilson 1940-2017

One of our founder members Willie Wilson died after a long illness in September this year. He was a regular driver on a Saturday until he had a leg amputated 10 years ago and a few years later unfortunately the same happened to the remaining leg.



Willie was a keen tram modeller in both OO and O gauge. Having trained as a pattern maker with Weir Pumps. This proved a great advantage to him when building his models. He had a large OO layout in an upstairs bedroom where he could run 4 trams at once and lately a u-shaped layout in his garden shed. Both layouts worked from an overhead wire - just like the real thing. He was also a member of the tram model club which we used to run in a portocabin opposite the cottages.



Needless to say his models were built to a very high standard as were the buildings he had on his layout. In his better days May, his wife, were great travellers and visited many European cities which of course had tram systems- they even got as far as Brazil. Willie's wife is now in a retirement home and his son, Derek, is a Civil Servant

Ronnie Maclean

Margie Broom

It is with sadness that we report the death in July of Margie Broom, longstanding member of the STG and wife of George Broom, Past Chairman. Margie was a great supporter of the STG helping with fund raising at many special events days and baking wonderful cakes for members after AGMs when George was Chairman. Margie is greatly missed but George and son Christopher continue the family involvement at Summerlee.

George Murray



The Great Orme Tramway.

At the very same time as copper mining was dying out in Llandudno, North Wales was becoming 'tourist conscious' and realised that the rise of the fashionable watering place need by no means be confined solely to the south coast of England. With this in mind they began a grand scheme, to not only build from scratch a complete resort, but to then elevate it to a position in the north equal to that occupied by Brighton in the south.

Paradoxically, this development could only have taken place because Llandudno lost out to Holyhead in the 1840s in the competition to find a suitable railhead for the mail boat service to Ireland, thus preventing the then hamlet from becoming the site of a major port.

Other landmark events that occurred during the



latter half of and the nineteenth century, which both inextricably linked to the rise of Llandudno to its pre-eminent position among the resorts of the North Wales coast, were the connecting of the town to the national railway system in 1858 and the opening of the present-day pier in 1877.

By the end of the 19th century Llandudno was a popular resort. A group of local businessmen decided that a railway to the top of the Great Orme would appeal to local people and holidaymakers alike.

To build a tramway it was necessary to obtain an Act of Parliament "An Act for incorporating the Great Orme Tramways Company and for authorising the Company to make and maintain a Tramway and Tramroad from Llandudno to or near the summit of the Great Ormeshead in the county of Caernarvon". This was done and the Great Orme Tramway Act became law on 23rd May 1898.

The length of the tramway, the gauge and the fares were all laid down in the Act. As well as passengers, it was to carry goods, minerals and parcels but not animals. The company was also required to carry coffins to Halfway Station for burial in St Tudno's churchyard – 2s 6d for the coffin and full fare for the mourners.

There were problems raising the money and disagreements during construction of the tramway. No furnace or chimney was allowed near the town, so power for the winding engines had to be generated at the halfway point. This meant that coke for the boilers had to be hauled up the steepest part of the hill.



Water for the boilers came from a reservoir which the local council was building to supply houses on the Orme. At the bottom of the track, gas and water pipes had to be diverted and sections of road had to be widened.

A contract for the rails, machinery and tramcars was signed with R. White & Sons of Widnes, with Thomas and John Owen of Llandudno doing the building work. Construction began in April 1901.

The engineer appointed by the company to oversee the project was so critical of R. White & Sons work that an 'umpire' had to be brought in to resolve the disputes. He ruled in favour of Whites and eventually a new company engineer, who worked with the Snowdon Mountain Railway, was appointed.

The first paying passengers rode on the tramway on 31st July 1902. The steel cables had been delivered in May and hauled up to the winding house by a team of twelve horses. The cables were run out and safety tests had been completed by the end of July.

It had been hoped to get the Prince of Wales to open the tramway, but ideas of a grand ceremony had to be abandoned. The prince had become king, the holiday season was well advanced and the company needed to generate income as quickly as possible.

Although there was no formal ceremony and no advertising, a crowd came to see the first tramcar and the town band turned out to play God Save the King.

Only the lower section of the tramway was operating, but it was an immediate success. On Bank holiday Monday, then at the beginning of August, it carried 3,000 passengers."

Work continued on the upper section of the tramway and it carried its first passengers on 8th July 1903. A total of 77,410 people travelled on the tramway that year.



Work continued after the tramway opened and by 1905 the Great Orme Tramway and its associated buildings were complete.

At the lower end a station was built on the site of the former Victoria Hotel in Church Walks and at the First (Halfway) Station tramsheds were built next to the winding house to protect the cars, especially in winter. For the next 85 years there were few changes to the buildings.

The inn at the summit was replaced by a hotel but before it was finished

the owner went bankrupt. For many years it served as a telegraph station.

The tramway ran smoothly until the First World War. It was noted in the Minute Book for 1915 that the chairman 'agreed that owing to the war the prospects for the coming season were not altogether bright'.



Three employees were given conditional exemption from military service, but in 1918 the Ministry of Munitions would not allow the supply of replacement cables. That summer the tramway operated on 22 days and then closed until the end of the war.

The original winding engines, supplied by C&A Musker of Liverpool, were powered by steam.

The lower section which had to cope with a very steep

gradient had a 75 HP engine and the upper section had a 60 HP engine. In 1913 the lower section engine was moved to the upper section and replaced by a more powerful 125 HP engine supplied by Sandcroft Foundry, Chester.

Two engine drivers, standing or sitting back to back, operated the two engines.

Steam power was last used in 1957. The cost of coke had risen so much that it was cheaper to use electricity. By the 1958 season two electric motors were installed and fuel and staffing costs were reduced. These engines are still in use today.

In its first thirty years the tramway carried over 3.75 million passengers with no more trouble than clearing sheep and the occasional donkey off the line.

In August 1932 a tramcar on the lower section broke loose from the cable, derailed and ran into a stone wall. The driver and a little girl were killed and several passengers injured.

The threat of compensation claims, which the tramway's insurance company refused to pay, drove the company into liquidation. It was sold to the Great Orme Railway Company Ltd.

After strict new safety measures had been introduced the service reopened in 1934 and proved to be as popular as ever. The tramway was now allowed to operate on Sundays and was able to continue throughout the Second World War. During the war the hotel at the summit served as a RAF radar station.

On 1st January 1949 the tramway was taken over by Llandudno Urban District Council and fares were increased to 1s 6d. When local government was reorganised in 1974 Aberconwy Borough Council had control of the tramway. It is now operated by Conwy County Borough Council.

The tramway reverted to its original name The Great Orme Tramway in 1977. It was closed for refurbishment in 2000. Halfway Station was completely rebuilt and a new control and communication system was installed. The service began again in July 2001.

The tramcars, which are made of timber, were built by Hurst Nelson of Motherwell.

The first vehicles to run on the tramway during testing were 3 four-wheeled 'jockey cars' used to carry goods. They were 16ft 7ins (5.05m) long with a door at each end and double folding doors at the sides. They were



intended to be towed by the passenger cars, but were disposed of after a few years.

The original passenger cars are still in use. There are 4 of them, 2 on each section. They are 37ft (11.28m) long and 7ft 6ins (2.29m) wide and seat 48 passengers.

The cars appear to have been painted in deep yellow with white roofs and lettering. The main colour was later changed to blue.



The Great Orme Tramway is unique in

Britain. The tramway is a funicular railway, a system where 2 tramcars are moved by cable.

There are many funiculars in other countries and those in Switzerland are well known. The famous San Francisco cable car system runs through public streets and it works with a constantly moving cable running below street level. The attendants start and stop the tramcars with lever-operated jaws which grip the moving cable.

The Great Orme Tramway is different in that the cars are permanently attached to the cable and the engine drivers in the winding house control the speed of the cars.

The only other tramway system like this, which also operates in public streets, is the Elevador da Bica in Lisbon, Portugal.

Photos and Article

Jack and Gavin Bain

Steam Fair Day

Below-Ronnie and Paul on duty. Right-'Get oot ma way'



Photo: A Mather





Coronation 1245 Model

Ronnie Maclean has an excellent collection of tram models and when he sent me a photo of 1245 I thought you might be interested in finding out a little bit about the model. Editor

Ronnie said that '1245 was a model made in Russia to order by a company named St. Petersburg Tram Collection. It is a resin model. The company runs off a limited model of trams from all over the world some completed to order and some in kit form. I

have done both. The models can be motorised here in the UK and I have done this on some and had others motorised for me. These are O gauge scale (1/43) and can draw power from the track or an overhead.'

If you have any other queries about the model or tram modelling in particular please get in touch and I'm sure I can get Ronnie to impart some more of his knowledge!

Photos: R Maclean



Edinburgh Anecdotes

Tram Anecdotes

An unemployed chap goes to the “Burrew” in the 1930’s and the unemployment agent says “ I have just the job for you!” “What, why pick on me!” says the chap – “What about all the others in the queue?” However under the threat of withdrawal of benefits the chap goes for interview to the Corporation Tramways for a job as tram conductor.

The interviewing Inspector poses the following scenario: “Your tram is proceeding up a steep hill and the driver loses control and the tram car starts running back down the hill – what would you do?”

“Run to the back of the car and change the destination!” was our chap’s best effort at avoiding being offered a job.

Wartime Memories

I was born in Edinburgh just after the start of the second world war. The Corporation Tramway had reached its most extensive route length by February 1937 with the extension to the “Maybury” from North Gyle. I traveled to visit both my Grandmas by tram and in one winter night about 1943 my mother and I were returning from her mother’s at Liberton Dams on a service 18 tram which had turned into the “Meadows” from Newington

when the air raid siren sounded with that never to be forgotten sad wailing tone. The driver stopped the car, the conductor pulled the trolley off the wire and tied the rope down and then he escorted the few passengers to a nearby air raid shelter. The Meadows is a public park stretching almost a mile from Newington to Tollcross and during the war numerous shelters of the half buried half earth mound design were built for the many nearby tenement residents. Service 18 was the first abandonment in March 1950 being replaced by buses which were extended to serve a new housing estate. This was done before any decision about a wholesale abandonment had been contemplated and several new

Shrubhill Domed Roof Standard cars were built during that same year and no track was lost as service 19 also ran along the Meadows. The 18 was in any case not particularly well patronised and was only operated on a part day basis. However only two years later the nasty intentions of the “powers that be” became quite clear when the very busy route 24 to Comely Bank from the City Centre was closed and the track lifted. Thus this large system of about 350 trams was scrapped with unnecessary haste with the last cars running on 16th November 1956 much to my disgust.



Service 18 northbound at Newington Station

George Murray

The Orchard Valley Tram

This is a story of a lost but not quite forgotten tram, which for a short period of its life found itself being used as something else rather than being a tram. No doubt some of you are wondering where the Orchard Valley is and what system it is part of. All will be revealed as the story unfolds.

From the early part of the 19th century till today the Orchard Valley forms an area along the river Clyde between the crags near Lanark, approximately at the Cartland Bridge, downstream to Motherwell Bridge between the towns of Hamilton and Motherwell. Due to the very fertile nature of the land on either side of the valley a large number of orchards and related industries grew and developed during the century and the area was popularly referred to as the 'Orchard Valley of the Clyde'. During the mid to late Victorian period it became very popular as a recreational area frequented by ramblers, walkers and, later in the century, cyclists. By the late 1800s the valley was further developed by passenger carrying trains which travelled down either side of the valley. As a result, a secondary industry catering for the needs of the many visitors developed and small cafes and shops selling produce from the area were established particularly down the south side of the river valley, along the modern A72 road.

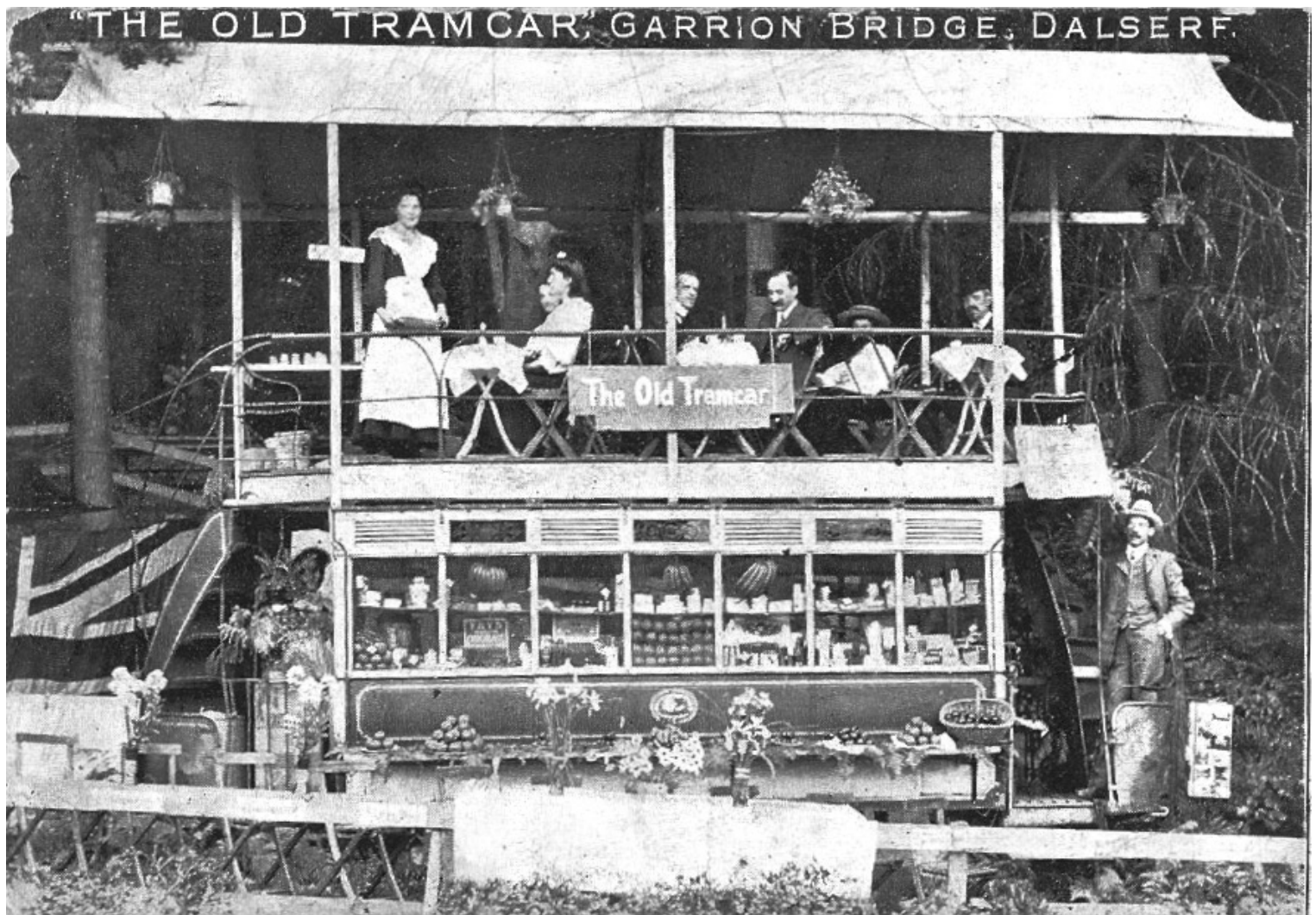


Edinburgh Horse drawn tram

At this point the tramcar is introduced into the story. Again, many of you will wonder how does a tram come into the picture as, although the Clyde river along its entire length had many tramway systems in operation by the late 1800's, none operated in the valley or came near to it. Only the Lanarkshire Tramway could be considered a near neighbour to the area described as the Orchard valley. An example of their trams can be seen in Summerlee Museum as Lanarkshire 53. Despite this isolation from the tram network by 1906 a tram was located and in use to the Dalserf village side of the Garrion Bridge. This is approximately in the area now occupied by the new bridge to the

east of the original Garrion bridge. This tram had found itself there as a result of changes taking place within the development of the Edinburgh Tramway system. The tram in fact was a former Edinburgh Street Tramway Company horse drawn tram which in 1894 was part of the tram stock split between the newly formed Edinburgh District Tramways and the existing Leith and Portobello Lines (See image of horse tram in service). At the time the 100 horse trams were split 70/30 between the systems and the one used at Garrion bridge came from the Leith and Portobello allocation of 30 when in 1906 they eventually moved over to electrification of the line and scrapped the horse trams. If you look carefully at the picture of the Garrion bridge tram you can still make out the crest of the original street tramway oval crest as the District Tramways had replaced the crest with their own round version (see image of oval crest).

This is where the tram found an alternative use after its original design as a tram. A design which in the Edinburgh Exhibition of 1886 won, for the Edinburgh Street Tramway coachworks at Shrubhill, a gold medal for design and elegance. Its alternative use, as can be noted from the photo, was as a café and shop selling produce from the orchards and it must have been a welcoming sight for visitors to the area after a long walk or cycle. The brief records of this enterprise unfortunately do not indicate the fate of either the café/shop nor the tram body, however it has to be assumed that as a result of the impact of the first world war that neither survived very long after its outbreak. However, we are fortunate that a former horse



tram from the system has been lovingly restored and can be seen at the Lathalmond Scottish Vintage Bus Museum. If this is an example of what the visitors would have seen after a long day it would certainly have been worth the effort to get there.

This is only a story of one of the many trams that found their way into the valley after their use as transport was finished. Unfortunately very few are around today to be saved for restoration and it is fortunate that at one-time Summerlee had three of these trams in the form of Glasgow 1016 and 1017 along with Lanarkshire 53, the latter two now fully restored and in use as passenger carriers again.

David Craig



Box Car 40

Blackpool and Fleetwood Tram Box Car 40 was built in 1914 by United Electric Car Co of Preston. The company operated a separate route from Blackpool North Station to Fleetwood from 1898 to 1919 and amassed a fleet of 41 cars – 15 enclosed 'box' saloons for year round use and 26 open sided cars for summer work.

40 was one of the last four Box cars built in 1914. 40 was

renumbered 115 in the BCT series. In March 1960 it was taken into the works to be returned to passenger condition for the 75th Anniversary of

the tramway and operated from June 1960 until January 1963. In October 1963 it moved to the National Tramway Museum, Crich where it operated in 1964/5. It later moved to Heaton Park Tramway for restoration and operated there from 1982 to 1986. It

moved back to Crich but returned on long term loan in 1995. After a recent overhaul it is an active member of the heritage fleet on loan from the Tramway Museum Society.

Was a very smooth and comfortable ride and with the handbrake and no air it was very interesting too see at speed.

The interior was very well looked after one oddity was the Perspex over the light bulbs at the bulkheads it was also



interesting that you got a good view of the control and ahead.



Photos and Article
Alistair Mather



1245 Restoration

A brief look at restoring a small assembly. In the following pictures I hope to give you a flavour of what goes into restoring a small part of 1245's woodwork. The assembly shown in the top picture sits at the top of the stairs and forms a protective barrier. An identical one is fitted to the other stairwell.



A. The original partition

Looking at the top picture one might be fooled into thinking that it didn't look too bad and all that would be required would be perhaps just to clean it up and screw it back in! Unfortunately the side panel is not attached to the main frame!

B. Side panel

This is a close up of one of the panels. The original Alhambrinal coating has dried out and cracked. The plywood underneath was riddled with woodworm and literally just crumbled away in my hand. Part of the fascia trim has also been damaged.



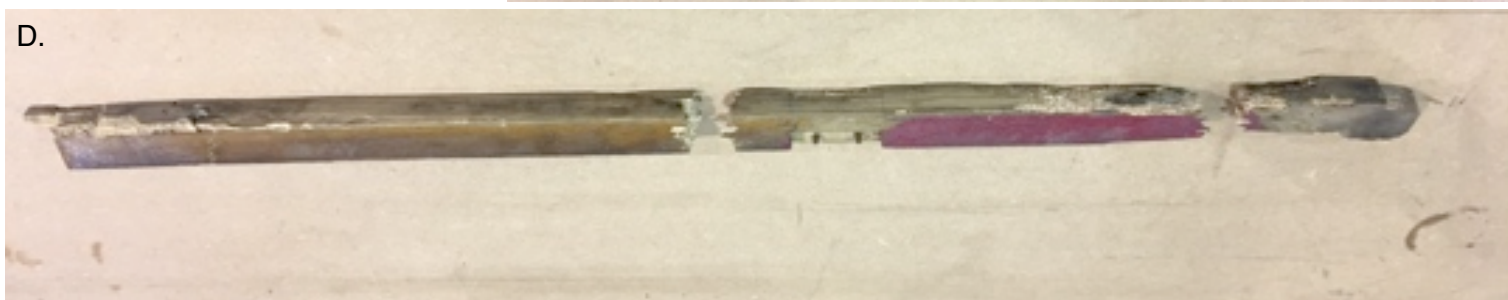
C. The other side

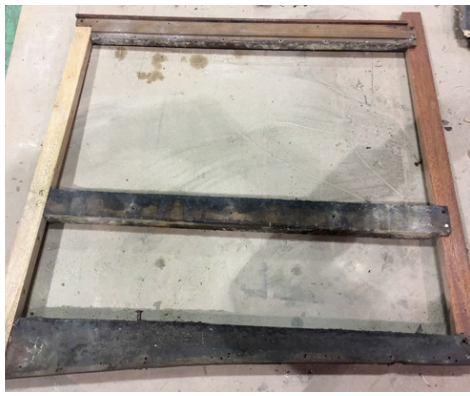
This view shows some of the damage caused by woodworm and also where the crumbled strut should have been fitted.



D. Supporting / Joining strut

The three pieces of wood that are shown in this picture should in fact be one as it forms the main joining strut linking this partition to the body of the tram. Unfortunately it was completely eaten away and just crumbled as soon as I went near it.





First job

Fabricate a new side strut and attach it to the original frame along with a temporary strut to preserve the integrity of the frame and allow me to remove the backing panel.



Clean up

The next job was to try and clean off many years of dirt and grime along with odd paint splashes that it has acquired during storage. I initially tried to be very minimalist in removing the old coating however it soon became obvious that this really wasn't an option as long term storage hasn't done it any favours.



Rebuild panel

The next job was to replace the rotten baseboard with some new marine ply and start reassembling the new panel.



Main frame

This is a close up of the bottom panel on the mainframe. If you look closely you can see the damage done by the woodworm.



Damaged upright

It would appear that the previous volunteers must have had trouble removing the original partition as part of the upright has been torn off.

Ready for cleaning

Replacing the upright was never an option so new wood has been cut and shaped into place. This part of the partition is now ready for cleaning.





Alignment check

At this point I placed the two panels in position to check the alignment. Some adjustment was required as we had fitted a new set of floorboards to that section.



Minor adjustments

A few adjustments and it fits like a glove so its now ready to proceed to the next stage.



All panels fitted

This is a snapshot of both panels prior to assembly.



Here are a couple of shots of the partition temporarily in place. It is by no means finished as it still has to be treated to prevent any re-occurrence of woodworm, the Alhambrinal panels will need to be fitted (if we ever find a way to reproduce them!) and all of the wood will need to be refinished to match the existing trim. Hopefully this has given some insight into the work that is being carried out. This small part of the refurbishment has taken roughly 6 days spread over 3 weeks.

Photos and article: Graeme Scott

Drive a Tram

David Pritchard successfully drove our trams at Summerlee and received a certificate to prove it. If you are interested in gifting a Tram Driving Voucher to somebody please get in contact with STG.inbox@outlook.com or any of the committee members.



Holiday Snaps

Tommy's encounter with a 'bus-tram' in Benidorm



If you have a story or have some pictures that you would like us to include in a future Trolley please email the editor at stg.inbox@outlook.com

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