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tramway
needs
you!**

Have you ever wanted to "drive" a tramcar?
If the answer is YES then come help to
operate Scotland's ONLY tramway.
See duty motorman or depot staff for details

TROLLEY

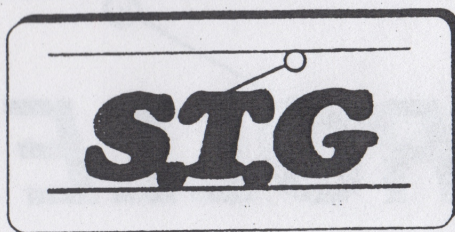
Newsletter of the Summerlee Transport Group

ISSUE No. 22

OCTOBER 1998



Brian Quinn checks the new Phone at the Cottages with Mike Chalton looking on.
Photo: R. Maclean



SUMMERLEE TRANSPORT GROUP

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The Summerlee Transport Group is a voluntary group and is registered as a charity.

The views expressed in this newsletter are not necessarily those of the Editor, the Transport Group or Summerlee Museum.

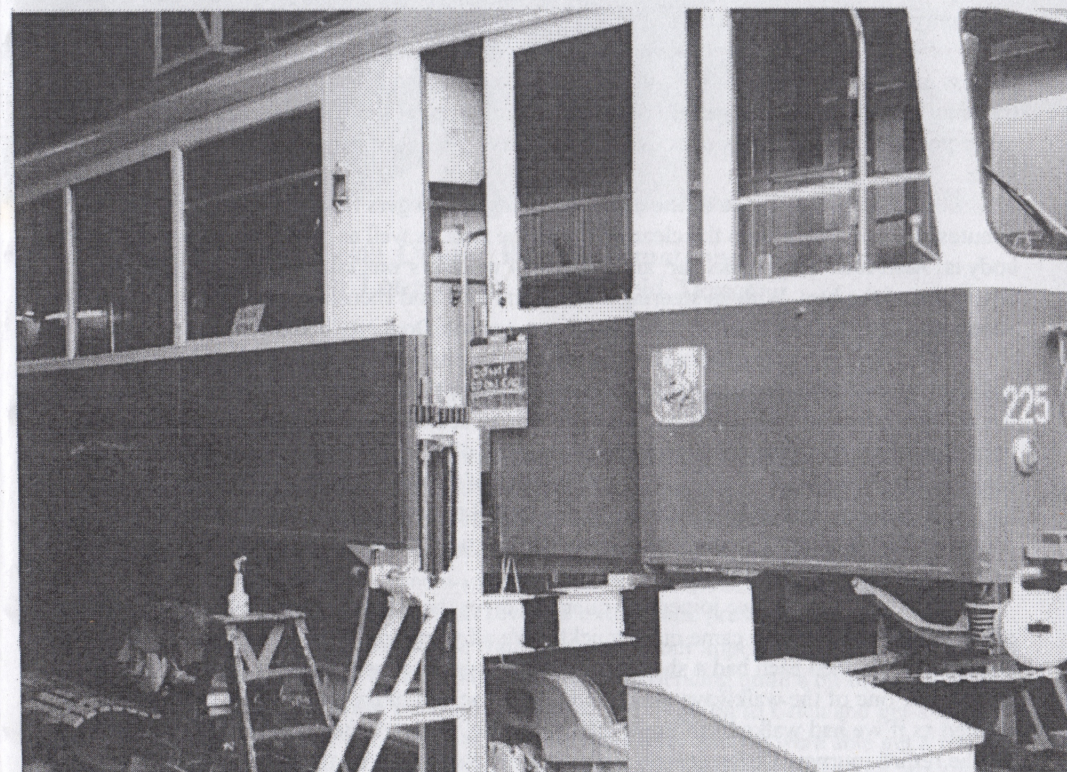
**OPERATING SCOTLAND'S
ONLY WORKING TRAMWAY**

TRAMCAR NEWS

9062 The car has ran all through the summer along with car 53. In June it was taken out of service for an hour to have a new core fitted to one of the brake valves. Apart from this minor piece of maintenance the car has ran with no problems.

225 The car was jacked up at the end of August by the maintenance staff and the truck removed. We are still waiting for quotes for the motor repairs. Once removed, maintenance staff will strip down the rest of the truck including the brake system and compressor. Work will also shortly start on the repainting of the exterior bodywork.

53 Car 53 has ran on most weekends (weather permitting) throughout the summer. We are now looking into the possibility of getting a new trolley head for the car as we have had some problems with the current one.



Graz Body now up on the jacks

Photo: R. Maclean

A Trip to Sheffield

By BRIAN LONGWORTH

A news item in *Modern Tramway*, as I still call it, early in the year mentioned there was going to be an Open Day at the Sheffield Supertram Depot during the first May Holiday weekend. As 'Drive a Tram' was to be one of the features and no special events were arranged for Summerlee that weekend, a last minute decision was made to go to Sheffield for the day.

Bright ?? and early (actually 5 minutes late) a car load of members set off from Coatbridge and with Brian Quinn driving, soon made up for lost time, sticking rigidly to the speed limits of course!

We arrived at the Sheffield Depot in the late morning where it was bright and sunny but with rather a cold wind. Tickets to Drive a Tram were not going back on sale until 12 noon so we had time to look into the workshop before joining the short queue that had already formed. Once we bought our tickets for £2 each we had about two hours to wait so had plenty of time to look round.

There were demonstrations of rail welding, both electric arc and the thermit process and people were able to have a ride on the overhead inspection platform. Model tramway layouts of various gauges occupied the training rooms. Most were very compact and easily portable but were very effective and may have given our Modelling Co-ordinator some ideas.

In the yard, one of the cars was taking passengers through the wash every few minutes and must have been the cleanest car in the fleet as well as proving how watertight the body is. Also their only works car, an ex-Berlin 4 wheelers was taking passengers up and down one of the lyes. With its steering wheel controller and rheostatic brake, we were able to experience at first hand what we have only seen on Bob Docherty's films.

The workshop had a car over one of the pits and people were able to go on, under and above it and have the various features explained to them by the workshop staff. Most of the workshop was cordoned off but we were able to see wheels and axles with the tiny traction motors as well as pantograph heads etc., all of which were either too large or too heavy to put in the boot of our car! The remainder of the workshop had various sales stalls, the TMS publicity stall and the Manx Electric Model tramway layout. In addition there were a couple of TV monitors showing the system control room and track diagrams with somebody to explain them.

Around 1.30 we joined the queue to drive the trams. Two cars were being used on adjacent lyes and our turn came quite quickly. We all went on the car and had everything explained to us then each had a shot at the controls, getting the feel of the brakes first by stopping at one of the walkways the continuing to the end of the lye. Having changed ends, it seemed as if we had walked half the length of the lye, we were then able to take it at full speed for the return journey. Unfortunately we were only able to get up to about 24 mph because of the length of the lye but braking was very fast and smooth. We live in hope that Sheffield



Ronnie Maclean, Brian Quinn, Robert Armstrong, Jim Wilson
and Brian Longworth at Sheffield Depot

Supertram will offer 'Drive a Tram' experiences over the working lines as both other working tramways and museums have done.

While the open day was very interesting and enjoyable from our point of view, we felt that it suffered from a lack of national publicity at least and did not attract as many people as we would have expected. Stagecoach had taken over the operation of Sheffield Supertram some months before but it was not immediately obvious until we saw memos on notice boards in the workshop. What we did not see was the first car to be repainted in the Stagecoach colours which was well hidden until it was revealed to the trade press the following week.

Having had few runs on the trams in the yard our appetites had been whetted for longer journeys so we went for a run to Hillsborough experiencing quite a bit of street running. However even this wasn't enough so we decided to go on to Crich and get a more traditional run. Getting there after 4 meant it was not too busy and we were able get a run on Glasgow 22 and Johannesburg 60 and have a look round the exhibition hall. Too late for a meal in the restaurant we had to wait till the pub opened at 6 before setting off for home.

BLACKPOOL by THE EDITOR

A HUNDRED YEARS OF TRAMS TO FLEETWOOD

On 1st July 1898, the first ever journey by tramcar to Fleetwood was operated from Blackpool's North Shore. Carrying the Board of Directors of The Blackpool and Fleetwood Electric Tramroad Company, and local civic dignitaries, the single deck tramcar made its way into the history books with another "first" in the long history of the Company which has become Blackpool Transport Services Ltd. To celebrate this important landmark in the Company's history a number of events have been arranged.

RONNIE MACLEAN and MYSELF made the journey down to Blackpool to join in "A Hundred Years of Trams to Fleetwood". We purchased our travel pass which gave us unlimited travel on the trams and buses.

On Saturday 11th July we visited the Festival of Model Tramways at Fleetwood Leisure Centre, John Geraghty, another member of STG joined our tram. All gauges were represented N, 00, 0, 1 and a 4" gauge - wonderful big trams.

Sunday morning saw the Grand Parade of Tramcars to Fleetwood and this included an Open Top Double Decker similar to our 53 and also on parade was the new rebuilt Jubilee Car, paint gleaming was out for the first time. The weather was not very kind to us on Sunday but a good number braved the rain and went all the way to Fleetwood.

Visiting the Tram Depot we saw Glasgow Coronation 1245 parked at the rear of one of the lyes. Next to it was the Blackpool rebuilt car 707 and the Coronation looked dated against its younger sister.

On the Open Day the staff canteen did a good trade serving hot dogs and made in excess of £500. Also 50p charge to turn the trolley pole and 10p to change the points.

Some of the trams have over-all advertising including the windows which make it difficult to see out - not recommended. On Wednesday we visited Llangollen, North Wales so see Dapol's International Model Railway World. The Model Railway World is predominantly the private collection of Mr David Boyle

the Managing Director of Dapol Ltd., owners of the exhibition centre, together with some donated items.

It comprises over 50,000 individual exhibits displayed and protected behind glass and up to 20 working model railway layouts which are controlled by push buttons.

It has been the intention to display the collection under each particular makers name together with a general chronological order of manufacture. As you can imagine, it is an enormous task with new items always being added when available.

Thursday saw us off to Ulverston - The Laurel and Hardy museum and then Windermere for the "Sail of the Century". The weather was excellent and on the return journey we were treated to a display on jet skis.

Friday - A run on the tram from Manchester to Altrincham - about 25 minutes, they keep up a good speed. The model shop was also visited and purchases made for the model club.

At Piccadilly work is going on with the new extension to Eccles.

Tram Sunday - What a wet day! However the trams were out in force and street traders were doing well - We didn't get any bargains at Fleetwood.

Duncan White



Car 707 in Rigby Road Depot

Oporto 150

A SAD ENDING

WORK STARTED ON STRIPING 150 ON SATURDAY 7TH OF FEBRUARY 1998.

SOME OF THE INTERNAL WOOD WORK WAS RETAINED FOR USE IN OTHER TRAMCAR RESTORATION PROJECTS.

ITEMS KEPT OFF THE CAR INCLUDE : LEATHER UPHOLSTERED SEATS WITH CAST IRON BASES , 4 DOORS , ALL OF THE BRASS FITTINGS ON THE CAR AND BOTH OF THE NUMBER BOXES.

ALL OF THE ABOVE ITEMS WERE REMOVED FROM THE CAR BY ROBIN LOUDON AND JOHN SPITTAL .

WORK STARTED DEMOLISHING THE CAR ON 14/03/98 AND WAS COMPLETED ON THE 29/03/98.

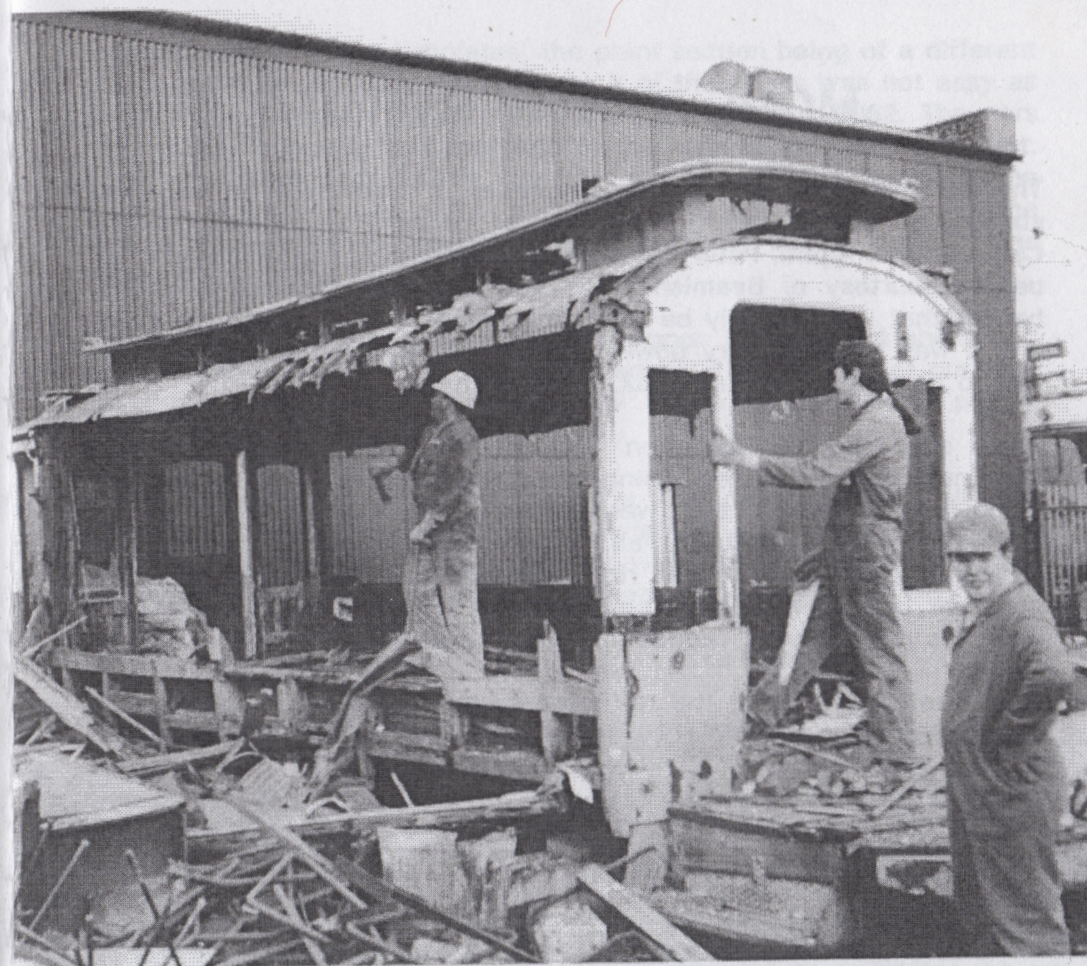
THE DEMOLITION TEAM WERE BOBBY ARMSTRONG , ROBIN LOUDON , BRIAN QUINN , JOHN SPITTAL , AND JIM WILSON.

150'S HISTORY

Oporto 150 WAS PURCHASED SOLELY FOR THE TRUCK AND EQUIPMENT FOR USE ON LANARKSHIRE 53 .

150 WAS BUILT IN 1912 FOR THE OPORTO TRAMWAYS SYSTEM. IT CAME TO SUMMERLEE IN AUGUST 1989 AND WAS USED AS A BOTHY AND LATER USED AS A STORE. IT WAS ESSENTIAL TO BREAK UP 150 DUE TO THE FACT THAT THE BODY HAD DETEREATED CONSIDERABLY SINCE IT CAME TO SUMMERLEE (the car's body was in terrible condition before it arrived at summerlee)

JOHN SPITTAL
MARCH 1998



The Heavy Squad dismantle Oporto 150

Photo: R. Maclean

Welcome to New Members

MORE TRACK REPAIRS

The last week in May saw the completion of track repairs that were started last December. The majority of phase 2 being East of the Canal Bridge. Again, Peter Price was at the helm of the brand new rail bender courtesy of Beamish Tramway. Such was the weight of the bender that it could only be lifted from place to place with the fork-lift! It was however very powerful. The rails bent so easily that one had to be careful not to tweak them too much.

Three sites required attention between the Mine Entrance and the Terminus, the joints being badly "dog-legged". Due to the rails being incorrectly laid, they were under tremendous strain having not been bent to any radius at all. A new straight rail being pulled by various means until it looked right then pins inserted to hold it to the concrete base. When Peter burnt off the last of each rail section's pins, the rail violently twanged straight again!

After the attentions of the rail bender, the correct curvatures were obtained and the joints made "eye sweet", fish plates were reinstated and bonds replaced or renewed.

NEW POINTS

It was agreed that whilst Peter was on site, an additional set of points be installed immediately on the depot side of the branch. This curve had probably the most horrendous kink in it from "new" on any preserved tramway in the country! A section of the curve was cut out and points inserted. The remaining piece of curved rail was bent to correct radius and replaced. After all these years we at last a smooth turnoff towards the depot.

The points (ex-Coplawhill) had been in store for several years. The moveable blade was seized solid in its casting. Various members had at various times attacked it with various releasing fluids, crowbars, big hammers, naughty words etc. but the blade wouldn't move at all. At the eleventh hour, Alan in the Conservation Workshop, seriously worried it with a "gas axe" and an even bigger hammer! The blade was freed, removed, cleaned and replaced. The ends of the casting had to be flush due to previous damage.

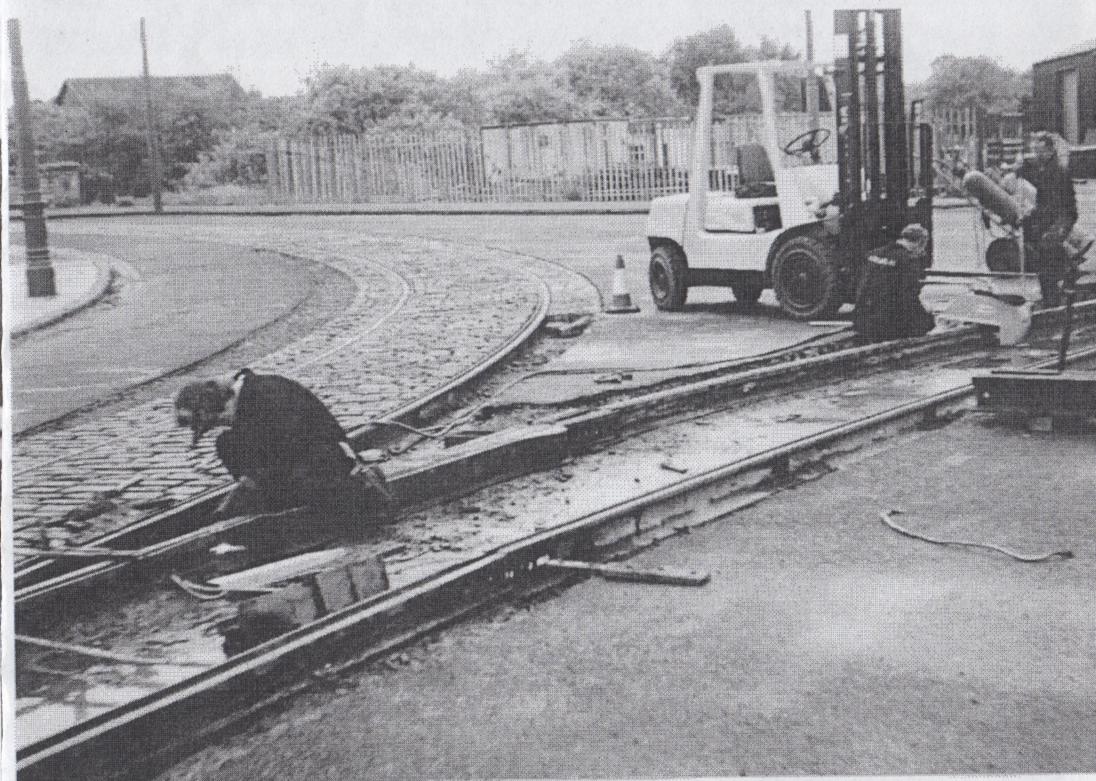
Our newly refurbished points were eventually installed after a lot of

juggling with different fishplates, the point section being of a different profile from neighbouring rails. Gauging of the points was not easy as car 53 wheels are of slightly different profile to car 9062. The cars run on the flanges on the approach to the nose of the "dummy" point. If all is not aligned exactly, there is a disconcerting bump as the leading wheel tries to climb the nose head on! Alan came to the rescue again with an additional lengthened tie-bar to connect the "dummy" and "live" castings.

The points are set and chocked for the curve. the "straight ahead bit" leads nowhere – yet. It is however lined up with the site of our new depot extension! I'll hurriedly finish now – I've thought I saw a pig fly by the window!!

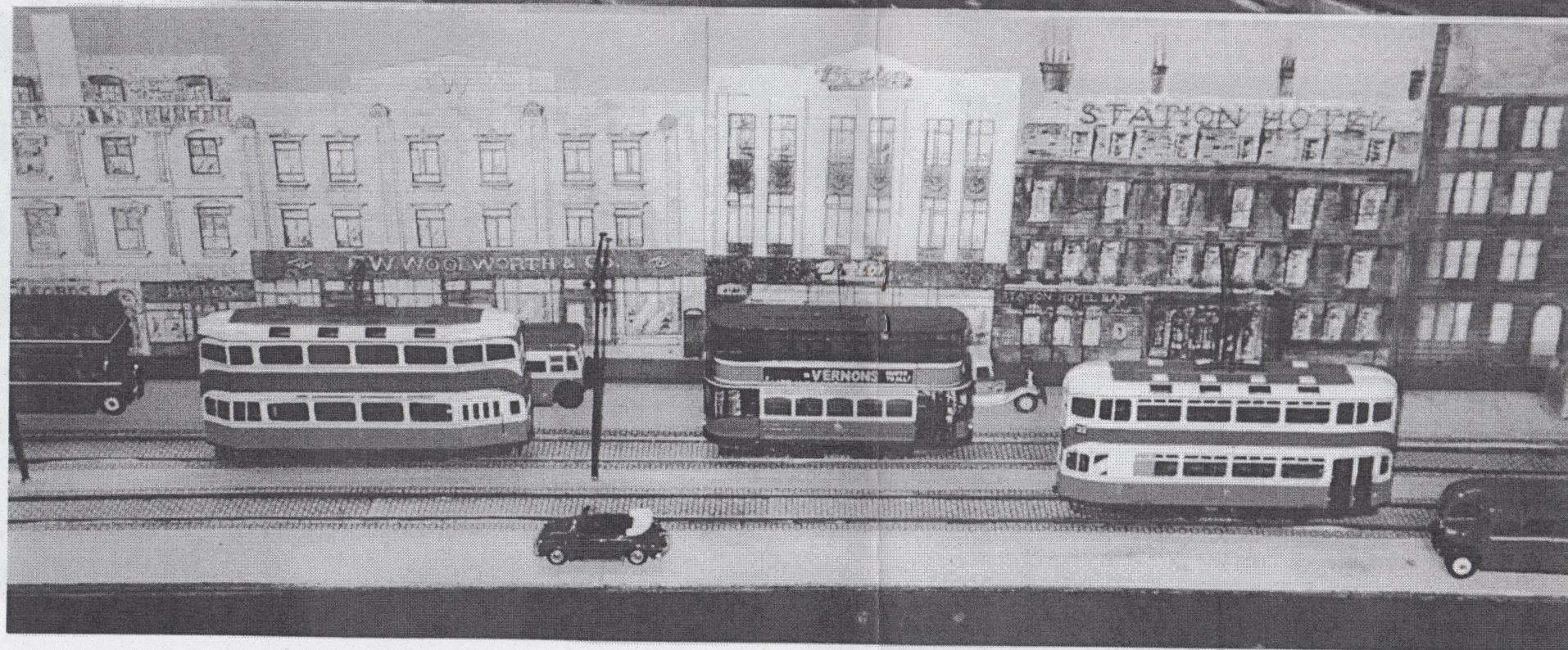
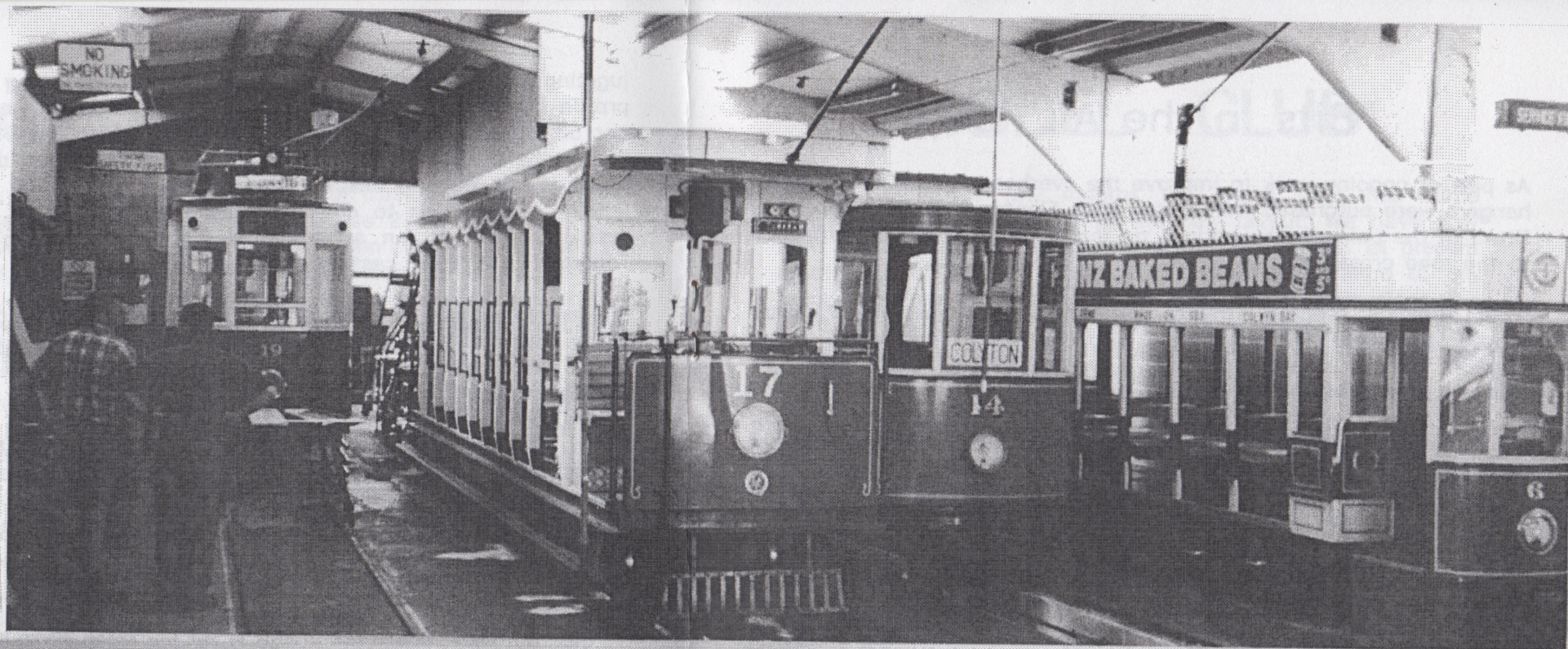
I wish to take the opportunity albeit a little late, to thank all who helped out during the work. I also wish to state that I imply *no criticism whatsoever* of the *workers* who had to install the rails originally. They had to do what they were told – and they did. Enough said.

Mike Chalton



An array
of trams
in Seaton
Depot with
Exeter
Tram 19
of the left

Photo:
R. Maclean



Summerlee
Transport
Group's
"o" gauge
layout

Photo:
R. Maclean

"Bits in the Air" Dept.

As part of ongoing work to improve the overhead, seven new pull-off hangers were purchased from Peter Price Electrical. These have been fitted to the pole arm bowstrings on the curve from the Garrett Loco to the road crossing.

When originally erected, straight line hangers (ex-Edinburgh ?) were used on the curve. The result being that they were being pulled a long way off vertical by wire tension. As well as looking wrong, car 53's trolley was starting to foul the sides of some ears.

Peter had manufactured and delivered the hangers some time ago but installing them had been delayed. The original bowstring eyebolts had seized solid, so were cut off and new plated ones installed. All hangers throughout the system are now vertical.

The hangers and associated pull-offs on the extension, i.e. beyond the canal bridge, were made "in house" by Danny McKay, Conservation Engineer. Because of their design and solid construction, have never leant over or given any problems at all - they are virtually bombproof!

A final comment. How come that whenever I am up aloft in the tower wagon - it always rains - a lot, even in the height of "summer".

Mike Chalton

Pantograph Carbon Trials

We have again been asked to carry out trials for Morganite using a different type of Carbon Strip on 9062's Pantograph.

Accurate logging of total mileage covered associated with measured wear readings will be taking place very soon.

Mike Chalton

MODEL CLUB

DURING the past few months the Model Club has made considerable improvements to the new layout. We have now built in four isolator switches and are in addition at present electrifying six of the points. The overall appearance of the layout has been enhanced by hanging black cloth along the front of the exhibit and above the scenery at the back. A speaker unit has also been installed allowing us to run tapes of tram sounds, which adds the the authenticity.

We have opened the club to the public on two event weekends and one normal one, having had over 1000 visitors in that short time. I am glad to say that all the comments so far have been complimentary.

Any member who wishes to join or just see the layout will be most welcome most Wednesdays at around 7 p.m. in the pink port-a-cabin opposite the miner's row cottages - enter by the middle gate.

Ronnie MacLean



Andrew in Man

Dateline - Sunday 14th June 1998

Destination - Holiday '98 to Isle of Man

The time is 18.00 hrs arrival at Douglas Terminal for coach to The Castle Mona Hotel.

On Monday I visited the Derby Castle Horse Tram Depot, inside was the upper Douglas Cable Car built 1896 - 1929. In 1968 after ten days work at Crawyn, a bungalow was carefully dismantled, the skeleton of 73 with the floor of 72 at the rear was found and eight years later it was back on the rails but under battery power.

Douglas Corporation Tramway's route was Victoria Pier to Derby Castle.

In the depot is also Horse Car No. 1 - the newest horse Car not the oldest built by J. C. Milnes Voss in 1913.

The depot houses the fleet which is used including Car 18 which is sponsored by Isle of Man Breweries Ltd. The history of the car - it arrived in 1887 seating twenty inside and twenty four outside but in 1924 was converted to a single-deck winter car and in 1988 converted back to a double decker and in 1989 No. 18 emerged as it is today. A mobile shop which Toastrack No. 22 (1890 Milnes) was withdrawn in 1978.

With a ten-minute service each horse works a two-hour shift which works out at 19 horses a day on service, and when on the time to retire the horses are moved to the Home for Old Horses at Richmond Hill.

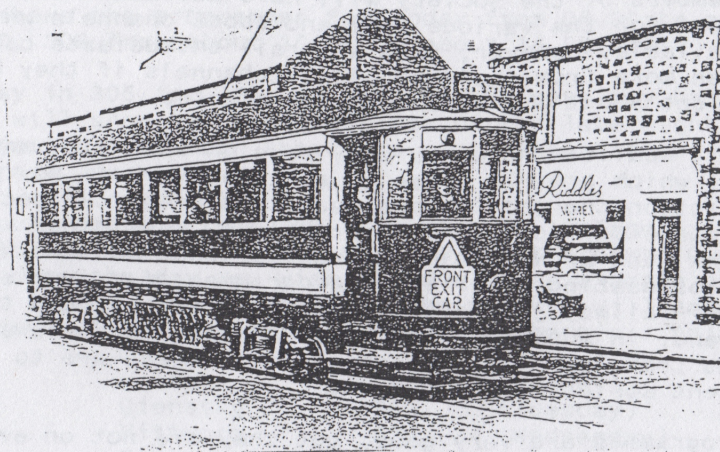
The Snaefell Mountain Railway travels some 2,036 feet high. It takes 1½ hours to do the round trip. Half-an-hour up to the top, half-an-hour stop at the top and half-an-hour down and on a clear day you can see Scotland, England and Ireland. Back to Laxey and on to the Manx Electric Railway.

The first car leaves the depot at 10.00 a.m. for service on Saturday, and it was car 19 and trailer 48. The journey from Douglas to Ramsey takes one hour, fifteen minutes to do the 17½ miles round the coast road.

A trip back in time is over for another year. The Isle of Man is well worth a visit.

Andrew Jamieson

BEAMISH TRAMS



GATESHEAD 10

10 is one of a batch of single-deck cars built during the period 1920 to 1928 by the Gateshead and District Tramways Co. at its Sunderland Road works. It is 42' 8" in length and is fitted with longitudinal seating for 48 passengers. Its equipment comprises a pair of Brill 39E reversed maximum traction bogies with Dick Kerr DK31A 35hp motors, operated from English Electric DB1 K3 controllers. Air brakes are fitted, which act on the wheels and the track-brakes. The tram worked on routes in Gateshead and across the Tyne to Newcastle and Gosforth, and has a distinctive arrangement of front exit and rear entrance, denoted by the large triangular notice on the dash panels.

When the Gateshead system was abandoned in 1951, tram 10 plus eighteen similar cars were bought by the Eastern Region of British Railways to work on their electric railway between Grimsby and Immingham. Painted dark green, and carrying the fleet number 26, it ran until the railway closed on 1 July 1961. Fortunately the car was retained by the British Transport Commission as a candidate for preservation.

In 1968, in anticipation of Beamish Museum, the Northern Tramway Sponsors arranged for the tram to return to the North-East. It was returned to its original guise as Gateshead 10 at the Consett Iron Company works, before being transferred to Beamish to inaugurate passenger services on the initial stretch of the tramway in June 1973. One of its sister trams - Gateshead 5 - can be seen at the National Tramway Museum at Crich, Derbyshire. No 10 received a major rebuild between 1983 and 1985, and now appears in late 1920s condition.

Satellite TV for the Rail Buff

Many members of the Society will have had satellite TV installed for the various film and sport channels which are available. However, tram and rail enthusiasts can get even more from their satellite channels if they know how to set about it. Here is a short intro.

You will realise there are many foreign channels, mainly German, which are FTA (Free to air) ie there is no subscription charged but are usually disregarded because of language difficulties. Nevertheless, Hessischer Rundfunk (the Broadcasting Company of Land Hessen) has been broadcasting a series of programmes of driver's cab views of railway journeys in Europe or from around the world and, in addition, there are driver's eye views of various tram journeys. It appears that these are to be a permanent series of programmes.

The programmes are very good, but they are not on every night. The important thing is how do we find them?

There are two methods:

Method 1 is to purchase the magazine "TV & Satellite Week" and look up the coverage for Foreign Channels, search out 'HESSEN FERNSEHEN' and late at night or early morning (somewhere about 2am or 4am) look out for a series 'Die schönsten Bahnstrecken der Welt' (the loveliest rail lines in the world) or 'Die schönsten Bahnstrecken Europas' (the loveliest rail lines in Europe). Another is under Straßenbahn - 'Frankfurter Straßenbahn' (tramways of Frankfurt) or 'Kasseler Straßenbahn' (tramways of Kassel). This series covers various tram routes of these cities.

By the way the Germans use the curious letter 'ß': this is in fact a double 'S', so Straßenbahn can also be written as Strassenbahn. Under new writing reforms the ß is due to disappear.

The magazine gives the transmission frequencies and the transmission times. Record them and enjoy them at your leisure - but the given timings can be sometimes wrong!

Method 2 is to find the HESSISCHER RUNDfunk programme on frequency 11.067GHz (V). It will show 'HR' at the top left corner. Now if you have TELETEXT go to that mode and you will see among the choices listed 'FERNSEHEN' (ie TV): 300. Now key in 300 and this will show:

Heute (today)	301-305
Morgen (tomorrow)	321-325
Übermorgen (day after tomorrow)	341-345
Die nächste 10 Tage (next 10 days)	360

301 shows the programmes for today from 06.00 to about 10.00, 302 from about 10.00 to about 14.00, etc

So key in 305 (or 325, or 345, as the case may be) and this will show the precise times of the late night programmes (remember these are continental times, so subtract one hour).

I should mention that 360 (Die nächste 10 Tage) allows you to see the programmes planned for the next 10 days. So choose the day you wish. I have given example numbers here: as the week advances so the numbers will advance. The days of the week are in German so here's a help

Montag	361	(Monday)
Dienstag	362	(Tuesday)
Mittwoch	363	(Wednesday)
Donnerstag	364	(Thursday)
Freitag	365	(Friday)
Samstag	366	(Saturday)
Sonntag	367	(Sunday)
Montag	368	
Dienstag	369	

If say you choose 363 this will show the programmes for Wednesday and will roll over in 5 stages showing first the early morning programmes through to late at night. Also given are the Video Plus codes so if you have that facility your timings can be spot on.

One or two notes about words you will find (the Germans can build some enormous words):

Führerstandmitfahrt - travelling with the driver in the cab

Tunneldurchfahrt gekürzt - journey through the tunnel has been shortened

von - from

bis - to

So have lots of fun - Viel Spaß und gute Unterhaltung.

PS: If these notes have worked and you do record the tram programmes look at the long lead points at many of the junctions.

PPS: ARD programmes are also worth examining.

Paul R. Geissler

Devon Wonderland

By RONNIE MACLEAN

On a dull wet Wednesday at the end of August Duncan White and I boarded a Virgin Intercity (The Cornish Scot) for the 8hr direct journey from Glasgow Central to Exeter St. Davids. The train left 20 minutes late but made up the time to arrive in sunny and warm Exeter at 16.45. It seemed strange to see most people in light summer wear and postmen in the station wearing shorts. We then took a further 20 minute train journey to Axminster where we were collected by our hotelier and taken to the fishing village of Beer next to Seaton. On the way we had our first glimpses of the Seaton Tramway running along the side of the River Axe with open countryside behind it.

SITUATED ON A HILL

On our first day with the sun shining, as it did all during our stay, we visited Pecorama in Beer, the home of Peco who make model rails and accessories for different scales of model trains. The site is situated on a hill above Beer and comprises the main factory and offices, which you cannot visit. You can visit a large model railway exhibition (all types of scale), a very extensive Beer Heights Light Railway, which is a ride on 7 1/4 gauge passenger-carrying railway built to narrow gauge practice similar to those in North Wales but roughly one third size. It operates 4 steam and 2 diesel engines. The railway runs through gardens and grounds of Peco, over bridges, through 25ft cuttings and through tunnels, an exciting 12-minute ride even for the adults. No visit is complete without a visit to the large model shop where they even accepted Duncan's funny Scottish Banknotes.

The following day we made for the main event - The Seaton Tramway - a 40 minute walk through the coastal path from Beer. Our first stop was the tram depot on the outskirts of Seaton where we made ourselves known and were given a very warm welcome by the staff who allowed us to look around their newly extended depot (very tidy) and workshop. The system operates on 415 volts D.C. and as you probably know has a unique narrow gauge of 2ft 9ins. Just being completed inside the depot was the former Exeter tramcar 19 which was being given its final preparation for its official relaunch on 26th September after 67 years in the wilderness. The depot itself sits at



Ronnie Maclean at the New Seaton Terminus

Photo: D. White

the side of the River Axe and from the front you look up the track, single line with passing loops, to Colyford and Colyton. After about an hour in the depot we walked round to the imposing Tramway Terminus at Harbour Road Car Park in Seaton, and after exchanging tramway stories with the staff on duty, boarded the top deck of double decker No. 6 built at Barnet in 1954 for our 3-mile, 20-minute journey to Colyton. The tramway follows the trackbed of the former Seaton Branch Railway with the River Axe on your right-hand side and farm land on the left. At Colyton the tram crosses the main road and the motorman has to dismount to activate the road traffic lights before crossing over for the second and final stage to Colyton.

During the journey up we stopped for a few seconds at two passing loops to let Seaton bound trams through. The service is so well run that the trams arrive at the passing loops almost at the same time. Colyton terminus is an old railway station with a gift shop and tea room, the village itself is a 10-minute walk and worth visiting. We had lunch there and watched the other service trams coming and going and using the trolley reverser. A Lisbon Tram was in a siding awaiting conversion. After a while we boarded No.12, a double decker built in 1966 at Eastbourne and went back down the line, past the tram depot to Seaton. Although the trams are about half size someone of my height 6ft 4ins had no difficulty in boarding or going upstairs. The tramway was started by the late Claude Lane as a hobby in 1949 on a portable 15in gauge, moved to Eastbourne in 1954 as a 2ft gauge and finally settled at Seaton in 1969, starting up in 1970 in its present 2ft 9ins gauge. If you go to Devon it is a "must" for a visit. Others days were spent on the Paignton and Dartmouth Steam Railway operated by G.W.R. steam engines. A visit Buckfastleigh, its Abbey and the South Devon Steam Railway. We did not sample the wine at Buckfast Abbey as we had hired a car for a few days! Exmouth just along the coast from Beer produced the world's largest "oo" model railway and Exeter itself is a splendid city with its imposing cathedral, harbour and shops. If you are looking for a holiday with a difference there is nothing to beat "Sunny Devon".



Seaton Double Decker No.12 at Colyton Terminus

Photo: R. Maclean

Dates for your Diary

5th Oct. Members' Night

2nd Nov. Glasgow Night

by Brian Longworth

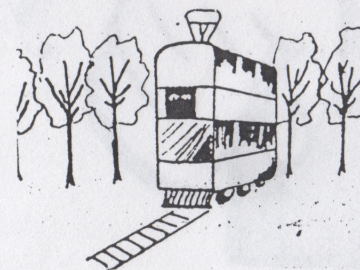
7th Dec. Tramways of Hong Kong

by Chris Ellis

15th Oct. Depot Open Night

19th - 23rd Oct. Drive-a-Tram

*Please make every effort to support
these events*



Welcome to new Motormen

Mr HOWARD HIGTON

Mr ANDREW JAMIESON

Mr BRIAN QUINN

and a welcome return of

Mr ROBERT CONNER