

Ta mee screeu shoh voish yn flat aym ayns Doon Eidjyn jeeaghyn magh er yn uinnag sheese er Straid y Phrince boayl ta ny trammyn staydoil noa ry akin roie noon as noal voish mean y valley gys yn phurt-aer. Tra va'n line shoh troggit blein ny ghaa er dy henney ren eh costal foddey smoo na v'ad jerkal ec y toshiaght, as cha row yn aynr sheese gys y clyst-marrey ayns Leith troggit edyr. Fakin dy row shirveish vie barrooseyn goll gys yn phurt-aer hannah as nagh vel yn tram veg s'tappee, foddee dy row sleih kiart dy ve dooyteilaghy mysh y phlan. Ny-yeih, shickyrt t'eh feeu cur argid stiagh ayns kianglaghy arraghey glenney ayns ynyd saaseyn ta lostey conney fossil.

Tammylt dy hraa er-dy-henney hooar mee co-chasllys braew jeh Straid y Phrince lesh trammyn lout dooble ayns ny 1950yn da my vummig son yn laa-ruggey eck. She coayl mooar v'ayn tra hooar ad rey rish y chield sheeloghe jeh raaidyn-tram ayns y vunnys dy valjyn ayns Bretin Vooar. T'eh er phrowal feer doillee dy gheddyn ad er-ash keayrt dy vel ad caillit. Foddee dy lhisagh cooncil balley Ghoolish tasteey 'ghoail jeh'n lessoon shoh. Ga nagh vel monney ymmyd ayns ny trammyn cabbil myr saase arraghey, cha vod eh ve creeney dy gheddyn rey rish nee ta tayrn stiagh turryssee ayns balley raad ta lheid ny reddyn goaun dy liooar hannah, co-soylit rish aynyn elley jeh'n ellan. T'eh smooinit dy vel Raad-yiarn Lectragh Vannin cur lesh £11 millioon stiagh ayns tarmayns yn ellan, myr shen sheeu da'n reiltys cummal seose yn MER ga dy vel ad jannoo coayl, as t'eh feer licklee dy vel yn un red firrinagh bentyn da ny trammyn cabbil. Ta paart ny mast'ain ta fys oc er price dy chooilley nee as foast nagh vel fys oc cre sheeagh red erbee.

Choud's ta mee screeu shoh ta mee clashtyn dy vel meeiteil er-lheh goll dy ve cummit eddyr yn reiltys, sheshaghtyn eiraght as sheshaghtyn elley, as lhig dooin treishteil dy jig ansoor ass shen. Ny-yeih, fakin dy vel wheesh dy chaaghyn er ve caillit liorish reiltee Ellan Vannin harrish ny bleantyn (myr sampleyr, smooinee-jee cre wheesh smoo dy leih oddagh y ve gusal ny trammyn cabbil dy beagh red ennagh da turryssee er ve troggit er tholtan Summerland), cha byrrys daue coayl son dy bragh yn caa shoh dy hauail unnane jeh ard yindyssyn shennaghys arraghey yn theihll. Cre yn nah red jir ny mainshteryn ain nagh vel feme rish? Yn Ghaelg? Lhisagh shin ooilley ve er nyn dwaie as shin goll stiagh ayns blein yn teiy cadjin cour y Chiare as Feed.

I am writing this from my flat in Edinburgh overlooking Princes Street where sleek new trams are to be seen gliding backwards and forwards from the city centre to the airport. When the line was built a couple of years ago it cost far more than was initially expected, and the section down to the coast at Leith was never completed. Considering that a good bus service to the airport already existed and that the tram is no faster, the critics of the scheme may well have had a point. Nevertheless, it is surely worth investing in clean transport links rather than those reliant on burning fossil fuels.

A while ago I got a fine picture of Princes Street in the 1950s with double decker trams for my mother for her birthday. It was a great loss when first generation tramways across the cities of Britain were closed. It has proven very difficult to restore what was lost. Perhaps Douglas town council should take note of this lesson. Though the horse trams may be of little use as a practical means of transport, it cannot be wise to get rid of a tourist attraction in a town peculiarly lacking in such things compared with other parts of the island. It is thought that the Manx Electric Railway brings in £11 million to the island's economy, making it worth preserving even though it makes a loss, and it is quite likely that the same is true of the horse trams. There are some among us who know the price of everything and the value of nothing.

As I write, I hear that an emergency meeting is to be held between the government, heritage organizations and other groups, and let us hope that a solution will be found. Nevertheless, seeing as so many development opportunities have been missed by the island's leaders over the years (for example, consider how many more people might be using the horse trams if a new attraction of some kind had been built on the Summerland site), it would not be surprising if this opportunity to save one of the world's most unique heritage transport assets were missed too. What next will our masters say we don't need? The Manx language? We should all remain vigilant as we approach the general election.