

SANDTOFT SCENE

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THE JOURNAL OF
THE TROLLEYBUS MUSEUM
AT SANDTOFT



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We reserve the right to alter or amend text to suit the style of Sandtoft Scene or the content of a particular edition. The content of individual items and articles represent the opinions of the individual contributors: they are not necessarily the opinions or policies of Sandtoft Transport Centre Limited, its Directors or its members.

FRONT COVER PICTURE:

August Bank Holiday Weekend 2003 (alias European Weekend) and Graham Bilbé is busy in the workshop preparing Limoges no.5 (alias Vera) for service, watched by Brian Maguire and a visitor. Bruce Lake is in the driver's seat.

Photograph by Nick Broxholme

Our Vision Statement:

To be nationally acknowledged as the Museum of the Trolleybus and to entertain, educate and give excellent value and service to our visitors.

portrays exactly why Sandtoft exists and how Sandtoft should be run. All considerations, decisions, directives processes and actions of the Directors and the Members must be focused to meet this end.

“ALL CHANGE” For Sandtoft!

- and we need your Folding Money too!!

No, this isn't just another appeal for funds, it's the launch of the most extensive and exciting development plans for Sandtoft since the Museum was first conceived!

When Steve Harrison took over as Chairman about three years ago, he told Board members "Let's be the Board that makes things happen...." Well, as you'll be aware, we've had a number of excellent events in recent months, which have gained us good press nationally, but Steve was really thinking on a much grander scale ! The first, very necessary, step towards this was achieving Registered Museum status late in 2002, to open the door to major grant applications: We are now in a position to announce the start of our largest ever development plan. It requires financial and project planning on a far larger scale than we have ever done before, but the Board is convinced that we can achieve great things in the next decade, with a little help from our friends...

The Funding Breakthrough

Before outlining the plan itself, it's perhaps appropriate to explain the funding principles, which are the key to the whole project. Those who were able to attend the AGM last November will be aware that the Board have been talking to Heritage Lottery Fund (HLF) adviser Richard Kilburn, to establish where we stand with regard to being awarded a substantial grant: his response really has been most encouraging ! With assistance from Adam Smith, our Local Authority Museums contact and museum registration "mentor", and Robin McDermott, the Yorkshire Museums, Libraries and Archives Council (YMLAC) Museums Officer, a number of points have been noted about what we are and what we are already doing "right":

- (a) we are the only specialist trolleybus museum in the country
- (b) we have a unique collection - in fact the largest collection of historic trolleybuses in the world
- (c) we are preserving skills associated with them - traditional bodybuilding, overhead line work, trolleybus maintenance, driver training etc
- (d) we provide a free bus from Doncaster's bus and train stations to improve access for all
- (e) we are in an area which has received little HLF funding to date

While all this doesn't guarantee acceptance of our project, it does put us in a strong position. Indications are that we could apply for an initial grant in the order of £300,000, with further stages to follow once we have proved that we

can handle this sort of development. If properly planned and managed, we *could* be seeing in the order of £1million put into developing Sandtoft... *and it's not just a dream!* The only proviso is that HLF will provide up to a 90% grant... and we need to raise the other 10% - More about this later, and we'll need YOUR help!

The Project Plan

In recent years a number of development ideas have been floated, from building a running shed on the front of the existing depot, to a new running line over the old airfield towards the motorway. However, the change in funding outlook has enabled the Board to look at a much larger and more comprehensive development plan, though it would need to take place in stages. Since commercial development is rapidly approaching us on both sides, it seems, the Board is unanimous that emphasis should be placed in the early stages to acquire sufficient extra land, whilst it remains available. The first three stages proposed are therefore, in outline:

1 "Securing the Collection" (see plan on opposite pages) - The HLF are keen to ensure that important collections are properly protected from the weather and other elements, so this seems a good theme on which to start. The proposal includes the purchase of land behind (to the north of) our existing site, and behind the adjacent bungalow ("Burntwood"); to erect a completely new exhibition hall for up to 20 vehicles in a position to be agreed on the new land; and to provide new security fencing around the new site and the existing "back straight". A supplementary benefit is the securing of the land we frequently use now for public parking behind our existing back gate, which is presently used through the kindness of White Farms Limited.

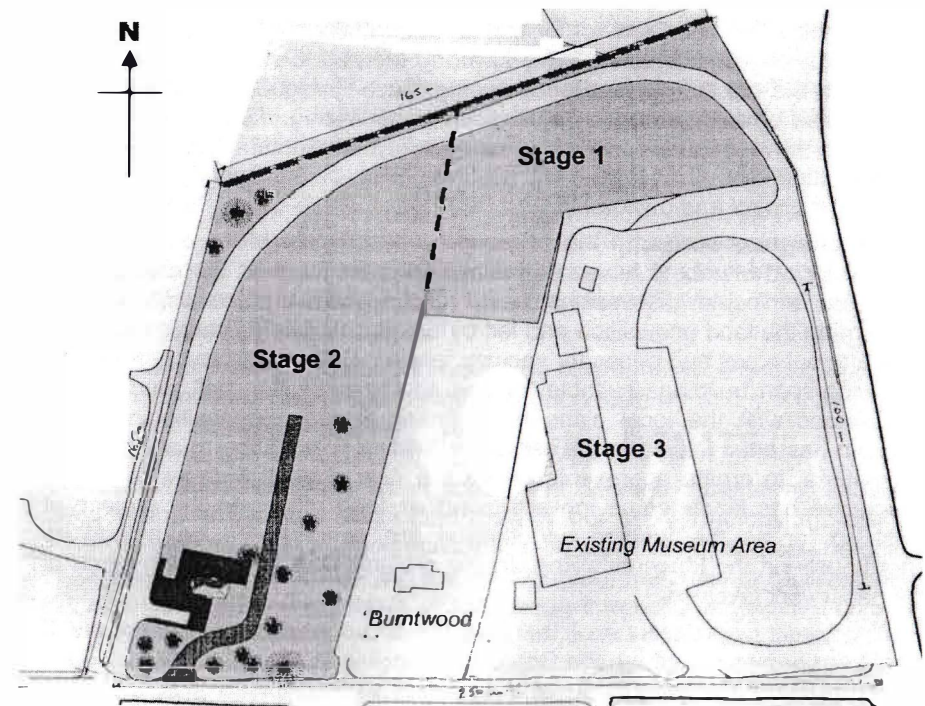
Cost: circa £300,000 **Proposed implementation:** 2005 - 6

2 "Enhancing the Trolleybus Experience" - To purchase further land to the west side of "Burntwood", extending back to the Belton Road frontage, and construct a new trolleybus route curving gently round to a proposed new entrance, reception and parking area. When this phase takes place, the aim is to move public parking to the new site, and transport our visitors by trolleybus into the "time-warp" museum proper.

Cost: estimated circa £400,000 **Proposed implementation:** 2006 - 8?

3 "Consolidation" - To substantially redevelop the existing depot to give accommodation equal to the standard of the Stage 1 building - sound flooring, insulation, fire protection etc, and improving public access. This would be based on plans floated previously, and would probably include a "running shed" on the front, designed to enhance the street scene and provide an overhead-connected depot, which would substantially reduce the amount of vehicle shunting needed.

Cost: estimated £3-400,000 **Proposed implementation:** 2007 - 9??



PRELIMINARY PROPOSALS FOR THE PROPOSED EXPANSION OF THE TROLLEYBUS MUSEUM AT SANDTOFT

This plan is indicative only of the projected stages for the expansion and development of the Museum. The detail and boundaries may alter as each stage develops

Of course, much of this will be some time in the future, and detailed plans have yet to be drawn up - your thoughts and ideas are always welcome. If all goes well, we may be able to look toward to further stages later on - for example replacing the present *Ritz* Theatre with a period-design cinema/archive store, or many other schemes that we might dearly love to implement, **all to make Sandtoft the recognised focal point of museum trolleybus excellence in Britain.** When Sandtoft was founded in 1969, Mike Dare declared that "We are aiming to do for the trolleybus what Crich has done for the tram". (If you haven't visited Crich lately, do so - it certainly gives plenty of ideas for what we might aim for !)

What about the "runway extension" that was previously proposed ?

You may be wondering what happened to this proposal, on which a fair amount of detailed work (overhead and pole planning especially) had already been done. In essence, that scheme is superseded by the new plan to run in the opposite direction, but with a more purposeful route of approximately the

same length. The main reason for this is that, although White Farms Limited were happy to consider a wayleave to run to the potato shed, the use of that section of the old airfield is already seeing much-increased commercial use, and the risk of damage to our equipment, or conflicting interests, meant that this could have been a fairly short-term facility. The alternative now under consideration has the significant advantage of being entirely under the Museum's control and ownership.

Project progress so far...

Several Board Members have been allocated tasks towards the new project, and very amicable discussions have already taken place with White's concerning the land acquisition and led by Steve and Brian. Francis has been checking out types and prices for security fencing: Brian has also been looking into wide-span buildings suitable for use as the exhibition hall, and having discussions with the local planners regarding acceptable positioning of it. Graham has been liaising in the short term with Richard Kilburn, and working on material to create a presentation on the new project. Meanwhile, David Lovegrove has kindly come forward to act as lead officer on the project, at least so far as the funding negotiations are concerned - he helped us enormously on the Museum's Registration project, so is familiar with much of the paperwork involved.

Lottery funding applications of the type we are considering take around 6 months to be processed, so the Board were hoping to have a detailed project bid together by Easter, though at the time of writing, this is looking a little optimistic: however, we are very keen to take up this fantastic opportunity to move Sandtoft up into the next league of museums!

How you can help !

To start with, in the immediate future we need to concern ourselves only with Stage 1 (the subsequent stages and their needs will be developed as time goes on), but we also need to bear in mind that we need to maintain the present operations of the Museum to the same standards that we have achieved in the recent past.

So, Stage 1: we need money, and we need practical help.

Money: We need to find at least 10% of the anticipated £300,000 spend for Stage 1. We have never tried fund raising on this scale before, but it is really quite an achievable figure. For example, it means that if each and every UK tax-paying member were to donate £200 - which, if given via Gift Aid is £156.25 each from YOU and £43.75 each from the Government - we could do it !!

Can YOU save £156.25 between now and Christmas and give it to us? That would be just £17.36 per month.

We are really serious about this. **We would like YOU to pledge a Gift Aided donation of at least £156.25 (we would be delighted if it was more !)**. You can pay us a lump sum now or at Christmas, or by monthly instalments. It couldn't be easier to do: a simple pledge form is enclosed with this edition of *Sandtoft Scene*, so please fill it in straight away and return it to the Museum. Cheques should be payable to "Sandtoft Transport Centre Limited".

You could also do your utmost to get other enthusiasts and other people who are sympathetic to the cause to do the same. Further pledge forms are available from the Museum. We will be asking our visitors to help as well.

Just think what value for money the Museum will be getting - every £1 donation is worth £12.80 towards our project !!

Please don't hesitate - DONATE !!

Practical Help: Voluntary time/ labour/ and donated material expended on the project can also count towards our 10% contribution, so if you have skills (and if you don't, because extra labour that can be guided and supervised will be wanted at times), materials or facilities which could help the project please let us know. In particular (but by no means restricted to that) we could do with some assistance from an architect and/ or anyone who can draw (producing artist impression sketches) and/ or produce planning and working engineering type drawings. We would also like to construct a scale model of the projected extended Museum, so does anyone have any skills in that direction ?

We could also do with fund raising ideas.

So, it's "All change" for Sandtoft. Those are our plans - we now need YOUR help. Please complete that pledge form and send it to us right now !!

ANNUAL GENERAL MEETING 2003

The 2003 Annual General Meeting took place, as scheduled, on 23 November 2003. It was not quite as well attended as in previous years and we wonder whether it being on a Sunday affected attendance, or whether everyone is content with what we are doing and achieving - it would be good to know !

The three directors resigning by rotation, Francis Whitehead (Financial Director) and Chris Proctor and Ian Wilson (Ordinary Directors) were re-elected unopposed, so the line-up of the Board for 2004 remains unchanged.

Following the formal business of the AGM, the now usual forum was held. Those present were told some "hot news" - proposals to submit a bid for a National Lottery Heritage Lottery Fund grant and exciting new plans for the expansion and development of our Museum. The directors and a few key

members had met only the day before with two representatives from the Yorkshire Museums, Libraries and Archives Council to discuss the possibilities and potential scope of a bid.

2003 TROLLEYDAYS

The last three operating sessions of 2003, St Leger Rally on 19 October, the Twilight Running day on 2 November and the Santa Weekend on 13/4 December were all a success.

The DO&LRS-organised St. Leger Rally (the old Yorkshire Day event) attracted over 40 vehicles and appears to have been enjoyed by all. The early November opening was something of an experiment, having earlier been programmed to be an event to commemorate the 1968 closure of Reading's trolleybus system, and whilst not attended by huge crowds, was well worth staging. The Saturday of Santa Weekend was fairly quiet, but in contrast, business on the Sunday was brisk: thanks to Santa for spending time with us and to all who did so much time on preparations. The projected staff "party" on Saturday evening, however, was a non-event - it was good in 2002, do we want to try it again this year ?

MEMBERSHIP RENEWALS

A reminder that membership (except, of course, for some 2-year members) is due for renewal on 1 April (1 May if you are a member through the Bradford Trolleybus Association), and you should have received a renewal notice by now. Membership Secretary, David Needham, reports that already over half of our "direct" members have renewed and that around half of them have very generously included a donation with their subscription. Thank you very much. For "direct" members, if you did not include a SAE with your renewal, your new membership card should be enclosed with this issue of *Sandtoft Scene*.

2004 TROLLEYDAYS

We have now added a date (Sunday 11 July - Vintage Cycle Day) to our programme. Also, on Easter Monday we will be welcoming the Morris Minor Owners' Club for a rally and over the May Day Weekend we are hoping that we can launch a restored Maidstone no.72 back into service (see page 21 for more information about plans for no.72 this year).

The programme for the year is:

	Sat	Sun	Mon
Our part in National Science Week (Trolleydays)	March 20	21*	
Easter Weekend Trolleydays (MONDAY FEATURES MORRIS MINOR OWNERS' CLUB RALLY)	April 10	11*	12*
May Day Bank Holiday Weekend Trolleydays (LAUNCH OF RESTORED MAIDSTONE NO.72 INTO SERVICE)	May 1	2*	3*
Pre-WW2 Weekend (SPRING BANK HOLIDAY WEEKEND)	May 29	30*	31*

Schools Week & Trolleydays	Sun June 20*	Mon 21	- Sat 26	&	Sun 27*
Vintage Cycle Day & Trolleyday		July			11*
'Gathering Preview Trolleyday		July	24		
(open 11.00 am - 10.00 pm)					
Sandtoft Gathering 2004		July			25+
(open 10.00 am - 6.00 pm)					
Mid-August Trolleydays		August	14	15*	
Six Wheel Weekend (AUGUST BANK HOLIDAY WEEKEND)		August	28	29*	30*
European Weekend (FEATURING OVERSEAS VEHICLES)		September	25	26*	
Mid-October Trolleydays (SUNDAY IS ST. LEGER RALLY)		October	16	17*	
November Twilight Running Trolleydays		November	6	7*	
Santa Days (open 11.00 am - 4.00 pm)		December	11	12	

* denotes free bus service on these days, departing 12.30 pm from Stand WS1 (opposite Railway PH) West Street Doncaster (near South Bus & Railway Stations). Return trip departs Sandtoft at 4.00 pm (approx. 30 minute journey time). Please note these new details.

+ 'Gathering Day(25 July) only the free bus service runs ½-hourly from the same stop 10.00 am to 4.30 pm with the last return trip from Sandtoft at 6.00pm.

Note also that certain theme days (e.g. European Weekend) have been moved from last year's "slots".

Saturday openings are a new venture for us, so we really do need your help and support to make them a success. Please try to assist: let Chris Proctor know when you can come along and help, either by email chrisproctor@sandtoft.org or write to him at the Museum address. Not only do we need trolleybus crews, we also need PCV drivers, and people to get vehicles out and cleaned, to help on the gate and do a host of other things - training/ instruction can be given where required and a good time is to be had by all.

For those who can help on more than one day, a reminder that for just £3.00 per night to cover its maintenance, we have overnight sleeping facilities in our "mobile home" unit (and very comfortable it is too !) - contact Brian Maguire on 01427 872374 (phone/ fax) or 0771 270 8398 (mobile) or email him at brianmaguire@sandtoft.org to book - it is first come, first served.

An entry form for sales stands and vehicle rally entries for 'Gathering 2004 can be downloaded from our website www.sandtoft.org and is also available from Brian Maguire at the Museum address (SAE please).

FROM THE BOARD ROOM

Vehicle Owner's Agreement: After what seems to have been an interminable

amount of time, the Board have arrived at a draft Vehicle Owner's Agreement that they believe should be acceptable to owners. Copies have now been circulated to owners with a view to it being discussed at a meeting of owners on 10 April 2004 commencing at 5.30 pm. If any member who is not an owner of a vehicle currently at Sandtoft, but who has or may be acquiring a vehicle that may come to Sandtoft as an exhibit, they, too, will be welcome at that meeting.

The idea of an agreement goes back a long way, but for a variety of reasons, most recently the need to radically alter an early initial draft to fit in with the needs of museum registration, had never progressed beyond that draft. It is now a natural progression to negotiate formal agreements with owners. If owners are unable to attend on 10 April, written comments should be sent to Graham Bilbé so that they can be discussed/ considered. The aim is to arrive at an agreement that is acceptable to every owner and to the Company.

Conducting: We could do with several more conductors. Please get in touch with Chris Proctor if you are interested in training to be a conductor. Meanwhile, all conductors are reminded that the safety of visitors and passengers should be considered at all times - so check for "runners" and also warn your passengers to "hold tight, please" before giving the "go" bell. You also need to attend to frog-changing at appropriate times, but this should not mean that you hang off the platform for ages before getting off to pull a frog (not only is the practice very dangerous, it also looks terrible !!).

Visitor numbers: The number of paying visitors to the Museum during 2003 was up by around 35% on the previous year - BRILLIANT !!. Well done to all concerned - let's maintain that trend !

Office: We have been successful in obtaining a grant from the Yorkshire Museums, Libraries and Archives Council towards the purchase of a new computer set-up to facilitate the logging of our collections.

Television Sets: With the introduction of our "mobile home" sleeping accommodation, an issue has arisen over television sets. The Museum itself does not have a television licence and has made a declaration to that effect to the authorities: in the course of our operations the Museum has no need to receive television broadcasts - it only uses a set and a VCR to play pre-recorded videos. Consequently for anyone who attends the Museum and wants to receive a television broadcast, it is your responsibility to ensure that the set you use is one that is covered by your own home's TV licence - i.e. only used when a TV is not being used in your home, or is a set entirely battery operated whilst in use at the Museum. The Board cannot allow TV sets to be left on the premises as the Company could be liable to prosecution - not a good thing !

WEBSITE

We have experienced a string of problems with our website that were beyond our control in recent months, with the result that it has been off line for a

considerable period, but we are glad to report that all is well again. In fact, our website is now accessible via two addresses, www.sandtoft.org.uk and www.sandtoft.org, the latter being a new, possibly more prestigious address. Associated with this, all our related email addresses are now without the "dot uk" suffix.

Our webmaster, Aiden Proctor, continues to improve the website (there seems to be something different each time we look at it !), particularly with up-to-date photographs being included as we progress through time. Amongst other improvements, the home page now has the facility to translate it into a variety of different languages, the history of the Museum page has been completely revised whilst each open day page has a link to a website giving the 5-day weather forecast for the Doncaster area, as information to potential visitors to help them plan their visits (that is, if they believe weather forecasts !!).

Aiden is keen to make even more improvements, so if anyone has any good ideas for it, please let him know. One suggestion under consideration is a members' page - what do *you* think of this, and our website generally ? Contact Aiden on webmaster@sandtoft.org .

E-MAIL INFORMATION SERVICE

You can now sign yourself up to receive important or urgent Sandtoft information via our new e-mail service (we detailed the scheme in the Spring 2003 edition of *Sandtoft Scene*) To automatically enrol, send a blank email to members-subscribe@sandtoft.org Try it !

GEOFF GRIFFITHS MEMORIAL

Following Geoff Griffiths' tragic death in July last year, discussions have taken place as to what form a memorial would take. His ashes are to be placed in the memorial garden at Sandtoft this coming Easter.

We all remember Geoff as someone who would make trolleybuses "go", and to this end it has been agreed that to restore to working condition Cardiff no.203; a vehicle dear to his heart, would be a fitting memorial. A plaque to his memory would be fixed inside.

Geoff worked hard at all the trolleybus museums and this proposal has been agreed all round by the Trolleybus Museum at Sandtoft, the East Anglia Transport Museum and the Black Country Living Museum.

If you would like to contribute to this memorial appeal, please send cheques (payable to "British Trolleybus Society") to Mike Dare at 14, Ilkley Road, Caversham, Reading, Berkshire, RG4 7BD.

Thank you in anticipation.

Michael J.C. Dare

Chairman, British Trolleybus Society



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1 An unusual visitor to 6-Wheel Sunday - a Bedford VAL based TV outside broadcast unit complete with TV camera

Photo: Aiden Proctor

2 Linesman at work

Photo: Bruce Lake

3 Walsall no.864 (the stores 'bus) lurks behind the main depot

Photo: Graham Bilbé

4 & 5 Cycles and Lawnmowers on display

Photos: Aiden Proctor

6 Maidstone no.72 doing its Santa Special duties

Photo: Brian Maguire



6

MUSEUM NEWS

Brian Maguire & Francis Whitehead

General:

A new three-fold A4 size colour leaflet has been produced to promote the Museum. Supplies are being handed out to local tourism outlets and will also be dispatched to many other suitable distribution points. New A4 size colour posters for 2004 have also been produced, as have A5 black and white Open Day flyers. If anyone knows where any of these might be effectively located, please let Francis Whitehead or Brian Maguire know (it would be even better if you can deliver them - but we want to keep a record of where they go).

Various other publicity is taking place in the form of diary date, advertisements and press releases. The best publicity, of course, is word of mouth, so we want our visitors to go away well satisfied with their visit.

The project to move the old stores prefab to a new location by the back gate for a multi-purpose use, including a café has proved a little more complicated than was originally anticipated : the building will need to meet current building regulation standards, which it wouldn't if re-built as originally designed. Accordingly, we have had to design additional support for the roof, and, indeed, design new roof trusses as the old ones were "life expired". The building is to retain its prefab style, but will incorporate insulation all round (including in the floor slab), a concrete blockwork inner skin tied in to the outer concrete wall panels, light-weight plastic roof slates (to be kindly donated by our neighbours, Sandtoft Tiles), and new double-glazed windows (looking like the originals) and doors. It will also be on a new concrete foundation (the old airfield concrete which carried loaded Lancaster bombers in the war is not deemed strong enough for the terrific [!] weight of a prefab, so a lot of the preparation work done prior to last year's 'Gathering was abortive and is having to be ripped out and new put in its place). At the time of writing (early March) we are awaiting the outcome of the planning application for it. Once obtained, we hope dismantling and re-building will take place very quickly. If anyone wishes to volunteer to assist with this, please contact Brian Maguire.

The clearance of the stores part of the exercise has seen all the electrical parts removed from the stores building and re-located to the old generator house (now referred to as the electrical workshop) onto new and/ or refurbished shelving. A heavy and, at times, quite daunting job. It is a job which has been rewarding, and is now near completion. The wooden shed has been re-sited to the side of the electrical workshop This will house the many light bulbs we have need of to keep things running. The concrete base for the shed was prepared and laid by the SOVA team: these are young first offenders who need to do something useful ! The rotary converter and associated equipment has, in turn, been moved to where the wooden shed used to stand.

Our overhead stock has been sorted and catalogued by Peter Price, who has also spent many weekends sifting through (if that is the right expression !) our

traction pole stock, measuring and type sorting them. They are now stacked safely, and we can easily extract a specific type of pole when required.

All this reorganising means that we need a further storage container, but it also means we know what we have and what is more, we can actually find it !

Work has been proceeding on the area outside the Sunbeam cycle shop (as it is now called - well, you used to be able to buy Sunbeam cycles and motorcycles...). The paving is completed, and a galvanised tube bus shelter acquired from Belton Parish Council is being put together. We have been lucky to get Yorkshire Tikes involved with the running of the cycle shop to assist Geoff Warnes, whose brainchild the shop was.

Steady progress is being made to complete the transformation of what was "rammel corner" into a T-junction. Progress has been made with slabbing the footpath between the Sunbeam cycle shop and the junction, concrete has been broken out for the kerbs to the second half of the proposed junction, the first traffic lights have been put in and as we went to press the kerbs were about to be laid. Tony (Graham's dad!) Ferris and Nick Broxholme are on the job here, helped by Ian Metcalfe and Brian Maguire, plus Duncan when we can twist his arm to come out !

The Bradford Karrier tower wagon (no.087) has been moved to the back of the depot, and all the old bus wheels are now alongside it.

Much heavy pruning of the overgrown trees has been taking place over the winter. Several trees at the back of the *Axholme Stores* have been felled as they had become too big and were too close to the building: new planting is planned for the area.

On Tuesday and Thursdays we have young lads from local schools out to help with jobs, and to do some basic mechanical training. Ian Metcalfe has kindly offered to supervise, and is doing well with his little team: the clock has turned a full circle, as Ian was one of Brian Maguire's team when *he* had Community Industry at Sandtoft 20 years ago ! We should also have another lad to work in the office on Fridays soon, on an IT course, to help with logging our items and to do other jobs: this will help David Lovegrove and Stuart Smith in their task.

Harry Brown continues to make up trolleyheads: as fast as he makes them they are whisked away to be fitted to vehicles ! Meanwhile, our persistent painter, Gerry Carroll, is gradually changing the face of the Museum as he works his way from one job to another.

The rotten flooring in the tram shelter has been taken out and replaced. There is further rot in part of one wall, which will be sorted out in the next few weeks.

Vehicle News:

Bradford no.703 is reported to have been sold by the Bradford Trolleybus Association to a private owner, but this has not been confirmed.

Bradford no.746: An external repaint is scheduled for this spring.

Bradford no.845: The front brakes have been stripped down, cleaned to free

them off and re-assembled. Whilst the wheels were off, the wheel arches have been repaired where necessary. A start has been made on overhauling the rear brakes - apparently a more difficult task. The rear panels have been removed and replacements for the rotten framing fabricated and fitted.

Lisbon (Carris) no.255, a left-hand-drive AEC Regent III / Weymann (metal-framed double-decker body) of 1954 has been at the Museum since the AGM weekend for work on its interior, which will complete its bodywork restoration. It is owned by the Carris AEC Preservation Group led by our member John Shearman and when finished it will move back to its home near London. Hopefully, we will see no.255 back again to take part in European Weekend.

London Transport RT 3323: A non-runner when it arrived, it took members about 4 hours to correct the problems. The chassis has been found to be in excellent condition, but the body requires a lot of work, the interior having been stripped out completely and the exterior and structure in need of much TLC. However, already a start has been made to return it to red livery (it was always a red Central Area bus) with the bonnet area, front destination box (which has been re-glazed) and two removable panels stripped down and painted. The roof was stripped of many layers of paint, rubbed down and painted over the Christmas period, as were the offside top deck window frames. Framing at the rear has been repaired where necessary and new panels and beading fitted and primed; further lower deck panelling (on the off side) has been removed to allow framework and the rear wheel arch to be renewed. Good panels are being paint stripped in preparation for re-fixing. A quantity of seat cushions and other useful parts have been acquired from a scrap yard.

Maidstone no.72: The lower deck interior was completed by mid-December, with seat frames repainted, chromework re-plated, ceiling rubbed down and repainted, new side panels (covered in new leathercloth), floor timbers treated, woodwork re-varnished and sliding window frames repainted. No.72 was back in service for the Santa Weekend - the last time that it was to run in its decorated and illuminated state.

Since Christmas, the decorations have been removed, a damaged panel replaced and the associated beading re-fitted. It is now ready to be completely rubbed down for its external repaint, which will also involve the signwriting of authentic advertisements all round. It is worth recording that the Maidstone Corporation Trolleybus No.72 Restoration Fund has raised approaching £11,000 to date to get no.72 restored. The target of £15,000 is now well within its sights ! (have you contributed to it yet? Donations can be sent to Francis Whitehead c/o the Museum address).

Nottingham no.506 has had its lower deck ceiling washed and polished, the long hand rails removed, restored and re-fitted. Various other parts have been painted and the platform timber stained brown.

Preston Tow Truck: The engine has been stripped down to investigate why it

has seized. The problem arose in November and the lack of this essential vehicle has caused quite a few problems (less so than if it had occurred during our operating season), but it is hoped that it will be back "on the road" very shortly. The opportunity has been taken whilst it has been out of use to repair and re-upholster the driver's seat, a job that has been waiting to be done for a very long time.

Rotherham no.37: not mentioned last time, the front panels have been removed so that new ones can be fitted and some low tension wiring so revealed is in need of replacement. Internally, handrails have been refitted, with some having been renewed. The new moquette was actually specially manufactured for the Rotherham Trolleybus Group; the lower deck seats have been removed (again) and some have now been re-upholstered and are ready to be refitted.

South Shields no.204: (Sorry , a typing error not picked up last time referred to it as no.20 !) Loads of progress to report ! New off side lower panels have been fitted, the lower deck windows refitted and the area primed; all the brakes have been overhauled, new tyres have been fitted, the front off side cab wheel arch is in place and the cab side fixed. The body framework at the front had dropped (very, very worrying) by two inches whilst dismantling (not quite the right word, as very little effort was required to do this) the front corner for replacement timbers to be made, and this has now been lifted back up and fixed where it should be (we can all breath again !), with replacement timbers to the front of the cab where necessary.

At the rear, the emergency window has been removed to allow new framing to be fitted all the way round the back below upper deck window level. This has also meant that all the back dome panels have had to be removed, along with the guttering along the roof. Back panels have now been fitted and primed, but the emergency door is still off.

Whilst all this was going on, there was much to do at the front end: a crack in the offside chassis member, right at the front, has been welded (it looks as if no.204 had a substantial front/ offside accident at some time), the power pedal assembly, which was seized, has been stripped down and re-built, the chassis has now been completely cleaned off and painted, the cabling in the cab, the master controller and contactor box and underneath the vehicle has been renewed and the refurbished traction motor re-fitted. A lot of the cab (not all) is now finished, with the contactor box in particular looking quite superb, being finished as stained and varnished wood. Work then turned to removing the lower deck ceiling panels to enable a start to be made on re-wiring the lower deck lighting and bell circuits. Some floor boards have been fitted and a couple of seat frames re-instated; the interior panelling on the stairs is also now back in place.

Teesside no.2: The interior of the cab is now all back together, with the contactor box in, the floor in and wood trims varnished; the last chassis

member (removed earlier for cleaning and painting) is back in place and the traction motor and compressor overhauled and waiting to be re-fitted. New wiring is being installed as work proceeds, which has included that along the chassis.

South Yorkshire PTE no.2450: A number of attempts to get this vehicle to operate under electrical power have not succeeded: efforts continue.

FX4 Taxicab: Still away whilst work is carried out, new king pins, brake cylinders and exhaust have been fitted. There is now an electrical problem which is taking some time to diagnose. A re-spray and MoT test are projected before it returns to the Museum.

AN ILL WIND... Huddersfield No.470 Goes Down the Pan

Huddersfield no.70 (re-numbered 470 in 1942), registration number AVH 470, a 1938 Karrier E6A with Park Royal body (originally H34/30R), was one of 5 similar trolleybuses that became portable toilet units at Epsom Racecourse in 1954. Purchased by Epsom and Ewell Urban District Council, No.470 left Huddersfield in March 1954 and became a Gents toilet (seating and standing capacity is not recorded), painted cream with green bands and given fleet number 4. In December 1969 it was acquired by John Moxon, then the secretary of the West Riding Trolleybus Society and arrived at Sandtoft in June 1970, where it was originally proposed it would continue in its toilet role (no pun intended !) - it was, however, never used as such at Sandtoft. When the WRTS split in 1974, John Moxon aligned with the newly-formed East Pennine Transport Group and over the weekend of 5/6 October 1974, no.470 was towed by "Green Tree George" to undercover storage in the EPTG's rented railway arches in Huddersfield. The BTS's November 1974 edition of *Trolleybus* records "We trust that it will return to Sandtoft in due course fully restored and operational". It remained in the arch until last year.

Even in its early days of preservation the body was in a very poor state, and when it became necessary in late 2002 to find a new owner, no-one came forward to give it the TLC it required. The Sandtoft Board did consider it, but as the Museum could not offer it the covered accommodation the Board considered it required, it was not taken on. No.470 had to vacate its covered home and it was moved to a nearby yard with the hope that it could ultimately find a keen new owner and be restored.

Disaster struck on 1 January 2004 when the new year gales literally blew the body to pieces - no.470 collapsed into itself, putting paid to any plans there might have been. All very sad as it had been conserved in preservationist ownership for just on 34 years (and it had been out of service as a trolleybus for 50 years). The timber-framed body, probably not very good when withdrawn by Huddersfield in 1954, had obviously deteriorated during its 20 years in the open at Epsom, and then at Sandtoft, to the extent that by the beginning of this year (at least) the pillars had completely rotted to powder. In



2 January 2004 - very sad, but there is no disputing the fact that no.470's body is a write-off.

Various useful bits were salvaged for possible use in other restoration projects.

Photo: Bruce Lake



No.470's chassis on 11 January at Huddersfield waiting to be taken to Sandtoft. The "spectacle" frame arrangement around the rear bogie can be clearly seen

Photo: Bruce Lake

the wind, the rear end was blown off and the rest of the body fell in under the strain. There is considerable doubt whether, even if braced, no.470 would have made it to Sandtoft in one piece if we had taken it on in 2002. Clearly the body had become a write-off, and its remains were pulled apart by a small working party on 3 January. A number of body parts were salvaged by Bruce Lake and it was quickly agreed that Sandtoft should take the chassis on. Accordingly, it was donated to the Museum (many thanks to Tony Hanson for that) and towed to Sandtoft on 11 January.

As a "spectacle" framed chassis (the rear axles are mounted through the longitudinal chassis members), interesting in itself, it makes a fascinating comparison with the Ransomes D6 chassis of Nottingham no.46, 7 years older. Unfortunately, the differentials are missing (as is all the electrical gear), but the chassis is generally in very good condition, having been shot blasted and silver paint-sprayed whilst in the arches at Huddersfield.

We now need to consider its future: . should we consider a long term project to fit it out with the necessary mechanical/ electrical parts, construct a tower/ gantry, fit booms and make it into a replica test-rig , as was done by various trolleybus manufacturers (including Karrier). This sort of rig was part of the trolleybus story so it presents an excellent opportunity to add another dimension to our museum displays.

WHERE THERE'S A WILL

The *Charity Commission News* reports that a year ago, the Legacy Promotion Campaign launched an initiative called "Remember a Charity" to encourage people to leave legacies to charity in their will, and that one year further on the Campaign has significantly raised public awareness of its goal.

This is not an easy topic to raise or discuss, so to pass on information supplied by the Charity Commission may help. Research indicates that in less than a year the number of people "very likely" to leave money to charity in their wills has doubled, and that 8% of those who have recently made a will say they have included a charity.

But why consider charities at all? Apart from the fact that people identify with the aims of specific charities during their life, charitable legacies (donations made to charity as part of a will) are paid before any inheritance tax is deducted, thus reducing the total amount of any tax paid on an estate. The gift can be a specific amount, or the residue of an estate (i.e. what is left after all the bequests, debts and expenses have been settled). To set up a legacy, donors should seek advice from a solicitor.

So many people keep putting it off, but it is never too soon to make a will, and a will need not be a complex document. Dying is inevitable and dying intestate can cause many problems for whoever has to deal with an estate (and even real hardship for those who are bereaved). If you already have a will, is it still relevant to your present circumstances and wishes?

We include this item to inform you and to urge you to act appropriately to make provisions for your estate. Yes, Sandtoft is a charity and it endorses the aims of the "Remember a Charity" initiative; we would like to think that our members (and others), like our achievements and aims enough to leave us something when they die. It is also important that individually owned historic vehicles and personal collections of what might be termed as archive material (memorabilia, books, photographs, etc.) are suitably and adequately provided for. If anyone would like to discuss possible arrangements with the Museum, any of the directors can be approached in strict confidence. Remember, advice on wills and legacies should be sought from a solicitor and the final say on what you want to happen to your estate is entirely yours.

SPONSORING OF MUSEUM-OWNED VEHICLES

(*Adopt-a-Trolley*)

We could do with more sponsors for the Museum-owned/ cared for vehicles. There are now 21 such vehicles, most of which require a considerable amount of work: we would like members (and others) to regularly contribute (ideally by way of Gift Aid as it boosts giving by 28%) to one or more of the vehicles listed below so that restoration and maintenance can happen. Although not all the vehicles are trolleybuses, we have now given the scheme the name *Adopt-a-Trolley*. In the event of external grants becoming available for any vehicle

restoration, these *Adopt-a-Trolley* donations can be used as "match funding". With so many vehicles in our care, we could also do with some vehicle "guardians" to look after the interests of particular vehicles.

Just think about it, if every member Gift Aided £5 or more per month to *Adopt-a-Trolley* (and what is £5 these days?), just about ALL these vehicles could be restored within ten years !!

The vehicles concerned are:

TROLLEYBUSES:

Aachen no.22	Hastings no.57	Nottingham no.466
Bradford no.562	Huddersfield no.470 (chassis)	Porto no.140
Bradford no.743	Liège no.425	Rotherham no.44
Bradford no.845	Maidstone no.72	SYLTE no.2450
Derby no.175	Nottingham no.46 (chassis)	

BUSES/ SERVICE VEHICLES:

Bradford Karrier tower wagon no.087	Post Office battery-driven van
Huddersfield Pole Crane	Preston Leyland tow truck
London Transport no. RT3323	Sheffield Ransomes battery-operated
Nottingham AEC tower wagon no.802	works platform truck

Please do not hesitate any more, but write now to Francis Whitehead care of the Museum address, stating which vehicle you want to support. Standing orders to pay direct into Sandtoft's bank account can then be set up and Gift Aid forms signed (if they haven't already been sent in).

PLANS FOR NO.72 TO VISIT MAIDSTONE

2004 marks the centenary of public transport in Maidstone: to commemorate this, a number of events are planned in and around the town over the summer period. With no.72's restoration coincidentally expected to be complete early in the year, the possibility of it being able to take part in these events, in the view of the small band of Maidstone enthusiasts who have undertaken the fundraising to make no.72's restoration possible, just had to be investigated.

At the time of writing, the schedule of events includes:

- 1/2/3 May (May Day Bank Holiday Weekend): launch of no.72 back into service at Sandtoft. By then, it should be back in Maidstone's brown and cream livery, complete with authentic sign-written advertisements, and the interior, cab and stair/ platform areas should have also been completed.
- During May, no.72 to be towed to Maidstone
- Saturday, 5 June: Maidstone Vintage Toy Fair at Lockmeadow Market, Hall, Hart Street, Maidstone
- Sunday, 6 June: no.72 to attend the Maidstone Transport Rally with all forms of road transport and a transport flea market and autojumble at Lockmeadow Market, Hart Street, Maidstone (free admission). The

Maidstone Carriage Museum (the largest collection of carriages in the world), Mill Street, Maidstone will be specially opened on that day.

- Wednesday, 7 July: Slide and film show featuring Maidstone and its trolleybuses at Maidstone Library, St. Faith Street, Maidstone, presented by Doug Barrow and commencing at 7.30 pm. Entry is free, but donations will be sought towards the continued upkeep of no.72.
- Sunday, 11 July: Vintage Vehicle Day at Museum of Kent Life, Lock Lane, Maidstone (no.72 cannot attend this as the trees on the approach road are too low).
- Wednesday, 14 July (the actual centenary of Maidstone's first electric tram): no.72 to take part in Maidstone Bus and Coach Cavalcade (featuring invited PSV's formerly operated by Maidstone Corporation, Maidstone & District and East Kent), from the Town Hall to Barming.
- Sunday, 18 July: no.72 to take part in Maidstone Bus Rally and Running Day (with Maidstone Carriage Museum, Mill Street, Maidstone also open).
- Saturday & Sunday 21 & 22 August: Detling Steam & Transport Rally (arrangements to be confirmed).

It is hoped that no.72 will also be displayed in the town centre on 5 June, but this has not yet been confirmed.

Much of the foregoing has been organised in conjunction with Maidstone Town Centre Management. Many arrangements still have to be finalised, and more up-to-date information may be obtained nearer the time by calling David Hatt on 01622 753783.

The Maidstone Corporation Trolleybus No.72 Restoration Fund have for sale some very attractive commemoration mugs featuring no.72 at £5.00 (ceramic) and £6.00 (bone china); a new, beautifully-drawn Christmas card featuring no.72 is also available at £2.95 per pack of 5 plus postage and packing. The cards can be ordered by post (postage and packing is extra) from David Hatt at 27 Wrangleden Road, Maidstone, but the mugs need to be bought at one of the events or from the Sandtoft *Trolleyshop*, as they are breakable, so not really suitable to post! There will be other souvenir items for sale - including a postcard (50p) and an A3 size laminated poster (£2.50) featuring full colour drawings of 5 Corporation vehicles through the period (the poster is also available non-laminated at £1.50), all to aid no.72's continued upkeep. A video of Maidstone trolleybuses is expected to be published during the summer (possibly with a DVD version as well) and as we went to press, we learnt that a new limited edition Maidstone trolleybus model from Corgi is being produced: sales of both these items will be benefiting no.72.

SANDTOFT SCENE

Because of the need to include details of our development plans, one or two items, including (for the second time) the next instalment of Graham Bilbé's memories of Sandtoft since its inception, have been held over until next time.

WINTER WORK 2003



◀ The bus shelter from Belton, partially constructed by the new bus stop for the Sunbeam Cycle Shop. The footpath is now completed from here right round to opposite the toilet block

Photo: Brian Maguire



▲ With the kerbs to the new junction in place, the footpath is being prepared Photo: Brian Maguire

Gerry Carroll at work with his paintbrush on Axholme Stores: Photo: Brian Maguire



◀ The back end of Bradford no.845 is having its body frame renovated.

Slowly, but surely, Ian Metcalfe is working his way towards getting no.845 presentable and operable again.

Photo: Brian Maguire



The Queen of the Road in good company !

On 26 May 2003, the day after Bournemouth no.99 re- entered service, the local Rolls Royce Owners Club had a "meet" at Sandtoft

Photo: Bruce Lake



Doncaster no.33 loads passengers for an Isle Tour whilst Steve Gill wonders if they will all manage to get on.

No.33 is currently off the road, requiring a new radiator - can anyone help ?

Photo: Nick Broxholme



The first party of passengers to travel on 1932-built Liège no.425 pose with Mike Dare at its launch during European Weekend, 24/5 August 2003.

No.425 is our oldest operational trolleybus

Photo: Bruce Lake