

# SANDTOFT

# SCENE

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THE JOURNAL OF  
THE TROLLEYBUS MUSEUM  
AT SANDTOFT



## The Trolleybus Museum at Sandtoft

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Registered Charity No. 514382

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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 the Editor, Sandtoft Transport Centre Limited, its Directors or its members

### FRONT COVER PICTURE:

Spring Bank Holiday Monday 2005 saw South Shields no.204 - the British Trolleybus Society's most recent restoration project - officially launched back into service. The launch coincided with a very successful Wartime Weekend event.

Photograph by Tony Ferris

### 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.

### EDITORIAL

This is the very first time that I have tried to be the Editor of a magazine and I know from the previous editor, David Shepherd, who I thank for holding the reins for so long, that it is not always an easy task.

On taking the job I have been asked to publish a magazine 4 times a year. I've not made any promises on that account as it will depend on the information I receive.

I have already asked a number of members if they would regularly contribute an article and I must say that on all occasions they have agreed to help as much as possible, but it must not be left for the willing or pressganged few. I need more 'reporters', feature writers and photographers - the more the merrier.

As Delia Smith rather famously said at a recent football match - "Come on then and support your team" - so with that quote please give us a hand and let us succeed rather than fail, as in the case of the Norwich team.

Whether you can supply, on a regular basis, an article, or if you have a view or information on anything, preferably to do with the trolleybus era, please let me know. If you make any specific comment that requires a Board response then I can assure you I will chase the appropriate Board member for a response and include it in the next edition of *Sandtoft Scene*.

A lot has happened at the Museum over the last few years and I know many more initiatives are underway. I will try my best to obtain all the details and gossip of all future initiatives and keep you - the members - informed.

Finally I make a promise of being totally impartial: my job is to edit the magazine and not to use it to further my own views. I have no intention of being biased although when it comes to vehicles I'm afraid a bias may just become obvious - after all the best buses and transport system must be that of Nottingham City Transport... Well, come on, aren't they ?? *David Needham*

### AROUND THE BOARD

I've made a request to every board member that they supply *Sandtoft Scene* with an appraisal of their area of responsibility. This should include any initiatives being taken and an overview of the present day situation. So let's make a start with the Chairman, Steve Harrison:

#### **A bit on the Past, comments on the Present & lots on the Future**

One of the benefits of being the Chairman of an organisation is that you get to observe ongoing events and operations at a distance. Not that I am trying to distance myself from the hard work involved at our Museum, but you can sort of "sit on the fence" and take stock of progress with an "all seeing eye", so to speak.

The past 12 months have, quite frankly, been a mixture of joy and anguish. We have launched new vehicles, improved the facilities on site and had setbacks on the funding side of things. However, before we get carried away, let me explain what might appear as a mass upheaval of the general organisation of things.

It is quite evident to anybody who cares, that an edition of *Sandtoft Scene* has not been seen (!) for about 12 months. No-one is to blame, but for the lethargy of the general membership, and I include myself in that. This means there has been very little input from the masses. People will send two or three sheets of complaints in regularly but no publishable script. Whilst we have been striving to put in place the Heritage Lottery Fund application, we (the Board) have let other, seemingly more mundane, things slide. *Scene* seems to have been one of the, not only mundane, but very time consuming things that has suffered. I use the word mundane from the production/ editorial side, because when you have to produce a quarterly magazine and have no material other than that which you invent yourself, it is boring, especially when having written and produced something, you get no response or comments - as if no-one had read it.

Not only was *Scene* suffering, but it was very clear that the happy hardcore of site personnel were coming under more pressure - due to the onerous task of presenting more operating vehicles to the public, carrying out the spontaneous erection of a donated building, providing safe and enhanced environments for the public and disabled access, maintaining static exhibits, improving the sadly outdated visual interpretations, keeping the overhead in a safe and functional condition, creating and staffing the new catering facility, cutting the grass, cleaning the toilets, emptying the bins, opening the gate, taking the money... Do I make my point?

Whilst the work load increased, the hardy hardcore and active members have themselves gone through thick and thin on a personal level. Some of the more senior of years have spent times in hospital, some with life threatening problems. If not themselves, it has been partners or close family. Others have suffered redundancy and change of job. Some are run off their feet keeping moaning employers happy. But it is a very poignant point (and I'm sat on my fence now), that all these people, with all these problems, keep and keep and keep turning up to support the cause. It makes the absence of *Scene* seem somewhat irrelevant. But of course we do have overseas/ distant/ infirm/ "armchair" members - and to them I apologise.

**SOMETHING** had to be done. And it was, we developed and organised a "New Volunteer Day". This was borne more out of desperation, and following a lot of very detailed planning, had a very pleasing and professional polish to it. The end result proved very rewarding as it gave a lot of people, many local, a good insight into the operation of our Museum and the variety of skills needed to keep it functioning, now, and in the future. And yes, we now have additions to the workforce.

It was that same new brush sweeping that brought about the changes within the *Scene* production. I would make it quite clear at the outset that in no way was the previous editor usurped. It was as good a time as any to re-format the organisation of this publication, and to delegate a lot of the work. The two David's are working together. David Needham will collate and edit, and David Shepherd will co-ordinate the production. This new régime seems to have worked, as here I am punching away at the keyboard !!

I know old habits die hard at Sandtoft, but it is quite clear to the oldest dinosaur with eyes, that the profile of visitors to the Museum is shifting. The enthusiast (or anorak brigade, and I do not use the term derogatorily) are becoming the lesser percentage, whilst the family type outfit or the Sunday driver squad seem to be more prevalent. This I feel is due to two factors:

**One** - a lot more up to date and dedicated leaflets are now distributed over a wider area and to a more compatible audience. Almost the entire distribution of these has been down to the efforts of Geoff Wellburn. This effort has certainly reaped rewards.

**Two** - the Museum is getting on the level with general places to visit. Not perhaps Alton Towers but a good alternative to Castle Howard or The Deep for example.

We have become not just a place on the map but a museum of distinction, with full Registered Museum status, charitable status and a recognition that we do house the largest collection of historic trolleybuses in the World ! I'm sorry to those who want it to stay as such, but we are not just a shed full of buses anymore. We must - and will - move with the times to survive and prosper.

#### SO TO THE FUTURE

At the last AGM, to the few who turned up, I presented an outline of the proposals for the site extension and our Heritage Lottery Fund bid. Our basic aims in this direction are unaltered. The Museum desperately needs more space. We actually have to turn down some potential vehicle exhibits due to lack of space. The main stumbling block at the minute is having the right calibre of person who has time to devote to the bid. Following a visit from a three person delegation from the Lottery last year, it was clear that much more input is needed to fulfil their requirements. The criteria is there, not so our paperwork.

The Hardy Half Dozen, who can panel beat, join timbers, mend engines, make electric flow and tend the gardens, can't write. Not in the literal sense but basically we haven't got the time to research and put together the very full and detailed script required. This is an area where we do desperately need help to move forward our expansion programme.

However not all is doom and gloom. We still plan to forge ahead, with the plan broken down into smaller bits, but still with a 5 year programme.

Year One - To secure land to the rear of the present site, initially to cure the acute parking problems now associated with the upturn in visitors/ themed

events etc. this will also need to be fenced. During this period we should also see the completion of the Peilham building (tin shed) and the forming of the bus station islands near the workshop. The Peilham building will be the home to a 50s/ 60s display in the left hand front room. There will be a room with a controlled environment for storing irreplaceable documents etc. and an exhibition area front to back with changing displays. This will also double as a meeting/ corporate room. The building will also have ramped disabled access.

Year Two - Whilst still applying for funding for the purchase of the balance of the land for the extension of the overhead circuit, we propose to re-vamp our present depot building and extend the middle front section to form a narrow street scene, at the same time creating room to house service vehicles 'running shed' style. Part of the old depot will then be made into a display area. The overhead wiring will be re-jigged appropriately.

Year Three - If all goes to plan, we will forge ahead with the land and roadway around the back of the adjacent bungalow and up to the public road frontage, thus creating the car parking that will enable us to build the new exhibition hall to the rear of, and fronting onto the existing site. This will house up to 14 vehicles in "Display Mode" and have many other static and interactive displays. This will again have a controlled environment. An apron to the side of this building will house visiting display vehicles.

Year Four - By this time I would like to see the roadway constructed right up to the entrance and the overhead erected to suit. A small entrance building/ shop would be built at this end of the road. The trolley-vehicles can then perform an active function, that of "Park and Ride" onto the main Museum site.

Year Five - If some of us aren't pushing daisies up, the new car park by the new entrance should be fully tarmacd and serviced with appropriate facilities. A start will then be made on replacing the original depot building and constructing a new one tailor-made to the needs of the Museum: it will also give the public better viewing access to the exhibits.

All my foregoing is only worth all the effort if we have something to display. The Vehicle Owners Agreement is a document that has now been circulated for signing. It is not a trap or disguised transfer of ownership. It is purely to form an agreement with the owner that an individual's vehicle will be loaned to the Museum so that it (the Museum) has something to exhibit. WITHOUT EXHIBITS WE CAN'T EXIST AS A MUSEUM AND THEREBY DON'T QUALITY FOR LOTTERY OR MANY OTHER TYPES OF FUNDING. The agreement is quite flexible and I feel that individuals will consider themselves more a part of the overall Museum scene. Please sign and return these documents as soon as possible.

We are in the middle of what looks like being yet another remarkable and rewarding year. I think each and every one of us does a damned good job. Keep it up and thank-you !

**NOW IAN WILSON** - Ian's area is that of the vehicles and depot allocation. It used to be my policy, says Ian, to put running vehicles on the front row and if that was not possible, then to allocate an owner of two vehicles spaces in rows 1 & 2 of the same bay (as with David Needham and Nottingham 506 & 137).

However due to the fact that we now have many more running vehicles, I have more of a (nice!) problem. This means that many operable vehicles have to be in the second row and this invariably means more shunting on running days.

From the above, it is clear that vehicles will move around for operational reasons but if possible they should be kept in the same row as shown on the plan below.

Bay	Row 1	Row 2	Row 3 (Rectifier)
22	Doncaster 55	Felix 41	
21	Sheffield 1357	Sheffield 754	Doncaster 206
20	Derby 172	SYPT 2450	Doncaster 375
19	Doncaster 22	Doncaster 33	Doncaster 112
18	Huddersfield 631	Bradford 834	Nottingham 466
17	Huddersfield 619	Bradford 792	Bradford 758
16	Maidstone 72	Bournemouth 99	Cleethorpes 59
15	Bradford 746	Porto 140	Nottingham 802 (tw)
14	Doncaster 94	Reading 113	Cardiff 203
13	Aachen 22	Bradford 032 (Tower wagon)	Mexborough 34
12	London RT3323	Huddersfield 541	
11	S. Shields 204	Limoges 5	
10	Maidstone 56	Walsall 342	
9	Liege 425	St. Helens 387	
8	Doncaster 122	York Pullman 64	
7	Glasgow TB 78	Nottingham 493	
6	Cleethorpes 54	Reading 181	
5	Nottingham 506	Nottingham 137	
4	Douglas 63	London 1812	
3	Bradford 706	Bradford 703	
2	Nottingham 367	(Stores &	
1	Bradford 558	small workshop)	

**Vehicle Reports**

from Ian Wilson & Brian Maguire  
**GENERAL:** Motor buses that are MOT'd and available for Sandtoft service are Doncaster 22, Felix 41, Doncaster 55, Doncaster 94 & Sheffield 754. VEHICLES:

**Bradford 562** Further investigations on the Bradford single decker has uncovered the original steps to the saloon. Brian Maguire reports that he was

the first person to board 562 for over 50 years using these steps and they are as solid as a rock. The rear end also has the bottom half of the emergency door still in place, covered in new sheeting ! This has also been uncovered. The old entrance door has been removed as a start was made to repair the roof. When all the vents and gantry sections are removed, new canvas can be fitted making 562 waterproof.

**Bradford 558:** Extensive bodywork replacement is carrying on apace.

**Bradford 758** has been inspected to see what remains to be done.

**Carris 255:** Soon to be leaving us is the Lisbon "back to front" AEC Regent, as its internal restoration has been completed. It passed its MOT at Rotherham and was immediately taxed by the owners. We are pleased to be of service.

**Derby 172** has been cleaned inside and out, the job taking 2 days to do properly (including the cab).

**Doncaster 22:** Has had all six injectors replaced with new ones. The fuel pump has been removed, serviced & calibrated and re-fitted. Some repair work has been carried out on the floor hatch.

**Doncaster 55:** Has had the door control valve removed, overhauled & replaced. Although this sounds a very small simple job, it was in fact very complicated & difficult. As the bus is dual doored, the valve has to control both doors giving the option to open and close either or both doors first or second or at the same time !

**Doncaster 94:** The fuel tank has been removed, a leak repaired & refitted.

**Doncaster 375** A grant application has been made to refurbish this trolleybus. To process the grant further DO&LRS need to review their Constitution which they have done and appropriate changes made. Their new Constitution has been agreed and implemented. Further progress can now be taken to progress the grant application.

**Douglas 63:** Work has been carried out on the air system.

**Huddersfield 541's** seats are to be restored away in Wiltshire.

**London RT3323:** Extensive repair work to the cab area has been carried out and is continuing. The painstaking stripping and restoring of the RT continues with new paint appearing in places.

**Newcastle 501,** normally a resident at Beamish, is due to visit us at Sandtoft this summer. If arrangements go to plan, 501 should be in service on several Trolleydays, but at the time of going to press this could not be confirmed.

**Nottingham 466** Now that 204 is complete, work will proceed on Nottingham 466 (one of the Museum's own vehicles) with the intention of it being serviceable for next year. Any donations towards the cost of rewiring and overhaul of the motor (not to mention a set of tyres), would be more than welcomed by Francis Whitehead (contact him via the Museum address). To date, the lower saloon floor has been cleaned and cork tiled, seat frames are semi-fitted, polished wood fitted and a start made on stripping the roof. For those who are unaware, the four sides were painted last year and the lighting

and bell circuits rewired. At present the cab is being restored, switch gear overhauled and fitted and the chassis has had some more paint. Light fittings are now in place and bell pushes and many small pieces are cleaned and painted. The platform edges are also in place.

**Reading 181** has seen the complete rebuild of its brakes. All rods have been freed off, painted and fitted ready for adjusting up. A thorough wash to the exterior and the lower saloon ceiling has also been carried out.

**St. Helens 387** progresses with new red paint appearing on the bulkhead and the wiring inspected to ascertain its condition.

**Sheffield 754:** The original fuel tank was found to be leaking & beyond repair. A second-hand one was sourced and this has been overhauled and fitted. The compressor unloader valve has been removed, overhauled & re-fitted.

**Sheffield 1357:** The Radiator has been removed, completely dismantled to replace a perished gasket, re-built & re-fitted.

**South Shields 204** With the launch of South Shields 204 imminent (Spring Bank Holiday), it was all hands on deck for a couple of weeks before. The main problem was that it didn't go ! Many, many hours were spent tracing the electrical system - a temporary resistor bank was wired in and eventually the fault was found - the brand new resistor bank had a wrong connection, creating a short circuit ! Resultant burnt-out coils were rewired (with 2 miles of wire on each 4 inch unit), and all was well. Interior lights, bells and road lights were all checked, destinations were set, windows cleaned, stairs painted and tyres boot polished !

At 5 p.m. on the Saturday she left the workshop for a test run to confirm the foot brake was OK - but the handbrake only just worked ! As the South Shields Daimler motorbus, LCU 112 had come for the weekend, the two South Shields Corporation vehicles were posed together and the charges enjoyed rides around. Thanks to Gary Sinclair and friends for coming. Unfortunately, due to illness, they had, unexpectedly, to return that Saturday night.

#### **Museum News**

*from Brian Maguire*

Work on the "Woodland Walk" continues with more of the new pathway dug out and filled with bark chippings. Rabbits are still a problem under the brown tram body.

**Tram Shelter:** Following the discovery of extensive dry rot, much timber has been replaced and treated. Painting inside and out has now also been completed.

**Cinema:** There has been a grant-assisted complete upgrade of the audio-visual facility and some extensive repairs to the main framing at the front.

**Workshop** is undergoing a further clean - the pit has been steam cleaned and is to be painted.

**The "Pelham" Bungalow:** Already referred to earlier, a fuller account of what this building is will hopefully appear in a future *Sandtoft Scene*. Meanwhile,

work to re-construct it has been stopped due to a mistle thrush nesting in the woodwork. The building was marked up as a "bomb site" for the Wartime Weekend (we also had a semi-buried "unexploded bomb" in the new roadway at the other end of the Museum that weekend).

Other than the above, it is grass cutting time & with the whole site needing to be trimmed every week, it is difficult to progress other tasks.



Photo: Tony Ferris

**The Company Secretary**, Bruce Lake congratulates member David Hatt who master-minded the fund raising for the recently restored Maidstone 72. In fact David's efforts resulted in over £20,000 being raised for the project. Sandtoft has benefited from the huge publicity that has accompanied the project and by having yet another magnificently restored trolleybus available for service on our open days. Thank you and well done David!

#### **Operations & Shop**

**Visitors:** After a poor start to the season, visitor numbers at Easter being 38% down on last year, the themed events in May were highly successful by comparison. The Easter downturn was partially due to the Morris Minor Rally being moved from Easter this year to a separate date on 10th April. Although this event attracted a good number of visitors it did not make up for those lost at Easter. The Southern Weekend and Wartime Weekend in May saw increases in visitors of 26% and 70% respectively. At the time of writing (Early June) we are in the position of being 28% up overall.

The vast majority of our visitors seem to enjoy themselves whilst at the Museum and we receive many compliments about the friendliness of our staff and the informal non-commercial image we portray. My thanks go to all the operating staff for making this happen.

#### **Trolleybuses.**

For the first time this year we have actually planned the trolleybus usage for the season in advance. This not only allows us to advertise which trolleybuses should be running on each operating day, and therefore assist visitors to decide which days to come and see us, but also helps plan vehicle maintenance and inspection. Details of which trolleybuses should run and when are on the Website, but for those of you without access to this, you will see details in the *2005 Dates for your Diary* on page 23. I must emphasise that this is a plan, and as they say about the best laid plans and all that, things do go wrong from time to time and a substitute vehicle may be used if for any reason a planned vehicle becomes unavailable.

**Staff:** What makes our Trolleydays work is the time and effort put in by a good many people, not just those in the front line who meet and greet the visitors,

but those who work behind the scenes getting the buses ready, tidying the Museum site etc. We still need more volunteers to help ease the burden on the regulars and to this end we held a very successful New Volunteers Day on 15 May. As a result of this, several new members of staff have been recruited.

On the traffic side, two trainee conductors, Andy Payling and Jack Grafton returned to help out at the Wartime weekend and were duly passed out for further service. A third trainee conductress, Kath Grafton was poached by the café (pun intended) and has proved her worth in helping Cherryll, Trish, Caroline and Bernice. I must just mention here that this is the first full season for the café, now named "The Tea Trolley" and, thanks to those already mentioned, just keeps on developing and improving with queues out of the door on most Trolleydays.

With all these new staff, and all the old ones who can't keep away, it is my intention to re-introduce some element of rostering in order to spread the workload and hopefully avoid the problems of too many staff on some days and a shortage on others. Some areas of operation are to some extent autonomous and therefore small self-regulated teams can be created to cover their duties and I shall be discussing this with prospective team leaders in the weeks to come. For the time being however, I would like all operating staff to let me know in advance, which dates they are available (or if they become unavailable for any reason). You can tell me when you see me at Sandtoft or you can contact me preferably by email at [operatorinfo@sandtoft.org.uk](mailto:operatorinfo@sandtoft.org.uk) or text me on 0790 1844 804. I'd rather you didn't call me on this number, as I can't always answer it when I'm at work. If neither of these options is open to you, you could try calling me at home in an evening on 01302 887664. The more notice you can give, the better chance I will have of rostering you for the job you want on the date you want. Please also let me know if you would like to train to do any other job at Sandtoft and I will do my best to arrange it for you.

#### **Training and "Train-ing" at Sandtoft**

At the time of writing (early June 2005), we have had some excellent events which it has been a real pleasure to take part in – I'm referring to the 15 May Volunteers Day, and the 'Wartime Weekend' over the Spring Bank Holiday.

#### **1 – The first Sandtoft "Volunteers Day"**

The Volunteers Day (or "Volday" as it seems to have been abbreviated to in Board correspondence!) was our first attempt at dedicating some time specifically to training new volunteers, or established ones who wanted to try something different. Aided by good weather and an enthusiastic group of participants, the day seemed to go really well and we hope everyone went home having made some new friends, and feeling they have made some sort of practical contribution to the Museum.

Participants gathered in the café for a welcoming hot drink, and then proceeded to the lecture theatre for a general briefing, which included showing the Sandtoft section of the *Former Glory* TV programme, made 3 or 4 years

ago. This includes Bruce Lake telling how he got interested in trolleybuses, Brian Maguire explaining his (perverse?) pleasure in restoring them, and yours truly teaching the presenter how to drive a trolleybus - Reading 113. (Incidentally, this was filmed "first take" with four of us in the cab - presenter Ian in the driving seat, me squeezed in on his right, and the cameraman and sound lady crammed in on the nearside!) Most importantly, it makes an excellent and entertaining introduction to what we do - many thanks to Dave Shepherd for rushing off a DVD copy that we could show on the new lecture theatre equipment...!

Having introduced the main group leaders we then split up for a 2-hour session before lunch, activities including conductor training, vehicle preparation, presentation of displays, accessioning, vehicle electrics, and some driver training (for more experienced volunteers). After an excellent buffet - a big Thank You to the café ladies - we split into different groups to try other things: working in the shop/ reception, in the café, mechanical work in the workshop, another driving school, and a largish group building a new "woodland path" near the front of the site. The place was positively humming with activity! We finished up with another well-earned "cuppa", followed by a de-briefing in the lecture theatre, and an opportunity for a trolleybus ride, conducted by new trainee Andrew Payling.

A special thank you to all our regulars who entered into the event so enthusiastically, and put a lot of thought into preparing their sessions (yes, we did "save" one or two jobs specially!) Most of all, though, to our new "trainees" - Nick Pursell, Colin Allan, Kathleen and Jack Grafton, Vincent Walsh, David Snellgrove, Frank Cope, John Crossley, Bill Fawcett and Tim Stubbs, several of whom have already been back to help at Wartime Weekend and seemed to be fitting in famously. Well done all - we have a lot of interesting events this year and your assistance will be really appreciated... who knows, you might even be a trainer by next year's Volday!!

I hope we proved that volunteering can be properly organised and taken seriously, but still be damned good fun! Of course, if you would like to join us as a volunteer you don't have to wait until next May - just contact any of the Board members, ask at reception or email Chris Proctor via [operations@sandtoft.org.uk](mailto:operations@sandtoft.org.uk) with an idea of what you might like to do, and we will introduce you to an appropriate person to give you some guidance and show you around! (Please note this will be difficult to arrange spontaneously on 'Gathering day or other major events - prior notice appreciated!)



Vehicle preparation training  
Photo: Graham Bilbé

## 2 - "Train-ing" at Sandtoft - (toy trains, that is!)

Since the members of the Sandtoft Miniature Railway decided to take up the tracks and re-establish elsewhere, many people have commented on the absence of any railway exhibits, which are clearly of interest to many of our visitors. We are keen to promote railways as a complementary interest, but not losing sight of Sandtoft's *raison d'être* - the trolleybuses! Freed of the constraints of the miniature railway, we have been able to re-think the use of the centre area, and a number of projects can now be considered that couldn't be entertained before - some are already "in train", if you'll pardon the pun! The departure of the miniature railway was a great shame, but Sandtoft is moving on.

As a keen collector of old toy trains, there seemed to me an ideal opportunity to display some of them at Sandtoft, either static or operating. Most of them date almost exactly from the British trolleybus era, for example Hornby 'O' gauge was made from 1920 to circa 1964, but a few sets remained in shops until the early '70s. Using this as a link, I set up a static display in the Axholme Stores at Easter, which seems to have been much admired! The display

includes a number of classic and popular toy trains, 'O' gauge items from Hornby, Britmoy, Mettoy and others, and on "flying trapezes"(!) 'OO' gauge trains by Hornby-Dublo, Trix and Tri-ang. These are suspended on glass shelves (actually borrowed window louvres for Bourmemouth 99!) and are particularly effective being at adult eye level. In the bottom right hand corner (for the kids) is a small



Graham Bilbé with his pre war train  
Photo: Tony Ferris

section about "Thomas", who had just about appeared in model form by 1972 but has become decidedly prolific since!

Visitors are regularly heard saying "Ooh, I had one like that! Wish I'd looked after it..." and sounding wistful for the long-lost days of their childhood... Essentially, a museum like Sandtoft is all about nostalgia, so why not?

A couple of years ago I arranged working layouts from time to time in the tram shelter, but these had to be stopped while the rotten floor was replaced (now done, thanks to Brian, Tony and Nick!). The new floor had its toy railway christening at the Wartime Weekend with Hornby 'O' gauge representing *The Wartime Railway*. All the trains were genuine pre-war examples, with a number of clockwork locos performing impressively on a troop train, and a munitions train, generally in opposite directions! The "Vintage Toy Railway" was undoubtedly a great success with our visitors, from granddads fondly reminiscing to youngsters enthralled with the "real-train" clatter of tinplate trains - most of them have only ever seen plastic "Thomas"! On Monday the

operation was enhanced by Dave Shepherd's childhood collection, specially retrieved from the attic and dusted down for its first outing in 25 years ! A very incongruous collection, ranging from a late '50's Hornby engine to a circa 1910 Märklin cattle wagon, but we got 'em all running by the end of the afternoon ! All in all, great fun... and it lends itself to themed events rather well. I'm hoping to be there again with Continental 'O' gauge trains for the European Weekend at August Bank Holiday... if you've got any old trains, why not bring 'em along for a run ?

### **MIKE DARE'S CHALLENGE - "204 IN 2004"**

*Mike Dare threw down this challenge in 2001 & now he reports on what happened.*

Following the complete restoration of British Trolleybus Society vehicles Reading 113, Glasgow TB78, London 1812 and Bournemouth 99 between 1999 and 2004 my concern over the rapidly decaying state of South Shields 204 gave birth to the slogan "204 in 2004". I sought permission from the BTS Executive Committee and the go ahead for appeals and massive fundraising began.

This was after BTS members had donated so generously to the previous vehicles. Surely this shows the calibre of BTS members and their desire to see the aims of 1961 bear fruit: the aim - "to preserve an historical range of British trolleybuses". Great care went into deciding what vehicles to obtain in the 1960s - and I think we got it right. With the inclusion of BTS members' own vehicles, we have a fleet ranging from 1928 to 1961 covering every decade.

204 should never have been preserved: my choice on my first visit to South Shields in 1962 was 200. Shortly after the Transport Department informed me that 200 had been badly damaged in a depot accident and would I accept 204 instead ? This vehicle had been withdrawn because of its poor bodywork condition ! The Council therefore presented 204 to us. We had to hold another of our many jumble sales to raise the £64 towing charges to transfer 204 to Reading.

Upon arrival in Reading, 204 sojourned at Chiltern Queens Coaches, and later, Smiths Coaches, where it was repainted in 1967. In 1971 it was towed north once more, this time to the fledgling trolleybus museum at Sandtoft.

In Reading, attempts to restore the body had taken place, where many items were removed - and some became lost. Brian and John Maguire tried to clear up the mess in 1972, but gave up due to lack of facilities and funds. So began 204's long, long period of slow decay in the back of the depot. This lasted until 2000, by which time we were in serious danger of losing 204 for ever.

Brian Maguire has restored many of the trolleybuses at Sandtoft and 204 was given over to his care. He very soon discovered serious rot and decay everywhere he looked.

The whole wooden body frame had to be so carefully rebuilt in new timber, as the original was crumbling away. The front end framing was virtually non-



Some of what was left of the framework

Photo: Tony Ferris

existent and what remained had actually dropped two inches on its body bearer. Wasps had eaten away at the corner pillars and made a nest in one

It wasn't just the body that needed rebuilding but all mechanical parts and electrical wiring. Brian built up a great team to assist and I am so grateful to Ian Metcalfe, Peter Price and Steve Harrison. Tony Ferris and Janet Metcalfe helped with the interior refurbishment.

The BTS members' donations and Society funds kept pace with the never-ending supply of invoices - £15,000 - £21,000 - £33,000 and on to almost £50,000

In December 2004 as I was watching Reading beating Stoke 1-0, Brian dragged me away to see 204 run over the trolleybus circuit under its own power. The groups of members there were lost for words - even me !!! So we did have 204 in 2004 - a terrific achievement.

The BTS restored trolleybuses have always been launched at Spring Bank Holiday weekends, so 29/30 May was the target, and what dates they were ! The many visitors at the Museum on Sunday 29 May made their way to the Axholme Stores and into the brilliant sunshine 204 appeared with Ian Metcalfe at the wheel. A great gasp of wonderment was heard. Was this really 204 ? Neil Morton from South Shields has made a superb model of 204 now on display. Which was the model - which was the real thing ?



Mike Dare seeing double

Photo: Tony Ferris

Janet, Steve and David Shepherd held blue loo paper and as the visitors counted down to one, 204 gently went through the ribbon. Peter Price then took this so beautiful trolley for her first passenger carrying trip for forty two years.

On Monday, 30 May, Gavin Booth, the editor of *Classic Bus* performed the official launching ceremony to yet more visitors, and again in beautiful sunshine. Gavin is a keen supporter of our trolleybus museum, and journeyed from Edinburgh specially for us.

During the weekend the wonderful sight of three beautifully restored pre-war trolleybuses running in service was too much to take in. Derby172, also under the BTS umbrella, and Sandtoft's oldest working trolleybus, Liège 425



supported. Their total ages amount to an amazing 338 years !!

On 30 May, Cheryl and her team from *The Tea Trolley*, all dressed in 1940's costumes, found time somehow to give a buffet lunch to Gavin, Brian, Janet, Steve, Beryl and myself. Sadly Ian could not be with us, as he was involved in the Wesley Celebrations at Epworth.

What a wonderful weekend it was with side shows by an American Army group and Graham Bilbé with his wartime clockwork trains in the 106-year-old tram shelter. I can only thank everyone who made it all possible.

#### **204'S LAUNCH – a personal view by Brian Maguire.**

To the shouts of joy, "Isn't it wonderful", and "I never thought I would ride on this one!", 204 entered service at Sandtoft on 29 May 2005.

Yes, great, I thought - I'm out of work on Monday! Another trolleybus restored and back in service - one of many I have been lucky to have been involved in, one of a team of workers who bring these old relics back into life again. To some, the pleasure is driving them, to some, overcoming the (sometimes) insurmountable problems. To me, it's the pleasure of seeing a vehicle going round full of passengers who would not be doing so but for the small gang of restorers.

204 brought back memories of happier times, when my late brother, John, one of two brothers, used to come up here and help with various tasks. Taking a pattern back to Trent Park Training College, he was to make all the timbers to repair the old roof. (He also helped prepare 541 when it left in the early years). Another side of being involved is the people whom I have met in the last 35 years and still meet year after year. It was especially enjoyable to welcome David Lovegrove (original owner of Reading 193), to the event on Monday. David who was instrumental in us achieving Museum Registration, is recovering from having a stroke at the beginning of April. Also that Beryl Dare made the event despite illness. Tony Peart was welcomed aboard, even though he "doesn't particularly like trolleybuses".

Feelings ran high that day with quite a lot of BTS members - David had his arm round me to steady himself - a long association with 204 biting his insides, whilst not too far away, a Treasurer was seen shedding a tear or two of pleasure. Peter Price was fixed to the driving seat - I thought I had left some Evostick on the cushion !! But what of Mike Dare? As usual, full of praise for all who had worked on getting 204 back to life. It is typical of Mike to thank everyone except himself! It all starts on Mike's BTS sales stall, few pounds here, few pounds there, a twist of the arm and a donation from there and so it goes. So it is Mike who should get the biggest accolade, for setting up Sandtoft in the first place, for having the foresight to obtain these vehicles and for bringing us all together. I would hate to count the amount of good friends I have at the Museum, both past and present. I'm not the only one who feels this way as David commented on Monday, "I had forgotten how many good friends I have here".

So thank you Mike and Beryl - 1968 was a good year when I met you. Thank you for all you have given to me - and to us.

## **MEMBERS' INFORMATION AND NEWS**

### **Photography Display**

*by Sarah Shepherd*

As some people may have noticed, there is a new display in the lecture theatre on the first notice board in the children's drawing area.

I produced this work as part of my GCSE Photography course, working towards the 10 hour exam taken over 3 days. The theme was anything to do with transport: I decided Sandtoft would be ideal. I took a selection of photographs and then in the exam I made a calendar applying a sepia colour to the photographs to make them look older. Also I made two photo stories: a day in the life of a bus driver and a conductor. All this work and other previous work gave me a B grade overall.

As the work was about Sandtoft, it was decided along with other Sandtoft members, to put my work on display for others to see. Some of these members have suggested that a 2006 calendar should be produced to sell in the shop with all profits going to the Museum.

I will hopefully be going on to do AS Photography next year at College.

### **TROLLEYBUS PRESERVATION AT THE BEGINNING**

*There was Mike Dare who very much started the ball rolling by forming the Reading Transport Society (now the British Trolleybus Society) in 1961 and who also enthused others to preserve a means of public transport quickly going out of favour throughout the UK.*

*A number of groups took up the challenge and were responsible for saving some of the vehicles that we see at Sandtoft today. The story of one of these groups is given below by Nottingham's Steve Collins.*

#### **Plumtree: - The Early Years**

*Steve Collins*

If you go south from Nottingham and make for Keyworth you will pass through the village of Plumtree. Don't blink, or you will miss it.

Plumtree is like so many English villages in that it has a church, a pub, a shop, and very little else. Having passed through the village, you will see a railway bridge about a mile down the road. Next to the bridge is a narrow track going off to the left: this leads to what was once Plumtree Station, and it was here that events were to unfold that still inspire passions over thirty years afterwards.

Who chose Plumtree, I don't know. I was not involved. I was still at school and have witnesses to prove it. What I believe happened was that someone approached British Railways and asked if they had a chunk of land somewhere in Nottinghamshire, big enough to park a trolleybus on. The railways of course were daft enough to say that they had. So why would anyone want a piece of land big enough to accommodate, of all things, a trolleybus?

I have always followed the principle that blame should be laid firmly on the

head of the person responsible: tell the truth and shame the devil, I always say, so who was the scoundrel whose actions were to blight the lives of a large number of good men and women for the next forty years? I cannot tell a lie, the person who was to blame for the events that were to echo down the years was ..... Mike Dare!

Mike Dare? How could Plumtree be his fault? True he did have distant connections with Nottingham, but he lived in Reading - miles away.

The thing is, in 1961 Mike had organised the purchase of Reading 113, the first trolleybus to be acquired by a private individual for preservation. Just as the Wright brothers had shown that powered flight was possible, Mike had shown that trolleybus preservation was possible, and once a thing is known to be possible, who can say where it will lead?

I do not think for one second that in 1904 as Orville and Wilber congratulated themselves on a job well done, and the knowledge that their names would live forever more, they could have envisaged that the London blitz and the Battle of Britain would be a direct result of their actions. Every day people do things without realising where their course of action will lead, and that is exactly what Mike Dare did.

True, Mike Dare did not decide to buy Nottingham 466, but he had shown that such things were possible, and once a bandwagon has begun to roll, others jump on it. In 1962 an organisation was formed that called itself the Nottingham Trolleybus Group. How the NTG began, and exactly who was in it, are not really important: most of them would now just be meaningless names of people who are no longer involved, and who are not here to answer any critical comments. Anyway as I have already said, all this is Mike Dare's fault.

The policy that the NTG adopted was to form a collection of Nottingham trolleybuses, to display them and, if possible, to operate them, for the benefit of future generations. By 1962, all Nottingham's trolleybuses were under sentence of death, so a start had to be made very quickly. The first vehicle to become available was 466, a Brush bodied Karrier utility built in 1945. Nottingham had operated a variety of utility trolleybuses, numbered from 442 - 478 (but 446 never arrived), which between them had bodies by Weymann, Park Royal, Roe and Brush. Of the Brush bodied examples, 466 was the last one, and the first utility to become available, hence its selection.

Nottingham City Transport were approached regarding 466 and its possible purchase, and to cut a long story short, "One obsolete Karrier trolleybus no.466" (that's how the invoice reads - honest) changed hands for the princely sum of sixty pounds.

That was the easy part. Now came the problems. The first snag was that nobody in the NTG had sixty pounds! Not only that, but nobody would admit to having any money whatsoever, a situation that was only resolved when somebody took the plunge and took out a loan from a finance company to remedy the situation. The next snag was that the new owners of obsolete

Karrier trolleybus no.466 had nowhere to put it. One letter from Nottingham's General Manager on this subject states "I am expecting delivery of a large number of new motorbuses, and the early removal of your trolleybus would be of assistance".

Eastwood, near Nottingham, is famous as the birthplace of one D. H. Lawrence (whose immortality was assured by the 1960 dirty book trial), and enters our story because somebody found a small piece of land which they thought would be suitable to accommodate an obsolete Karrier trolleybus. Towing was arranged, and 466 headed for Eastwood. Here we get to snag the third, because nobody had actually checked to see if the piece of land was big enough. It wasn't. This was where a quick rethink was called for, and one worthy, who was still at school, said he thought that his back garden at Gunthorpe would be suitable.

Without further ado, Eastwood was left behind, and Gunthorpe became the destination. A low bridge en-route caused a minor problem when the bus got stuck under it, but this was resolved by deflating the tyres. Gunthorpe was finally reached without further incident, and the back garden of a house called "The Elms" did indeed prove to be big enough, 466 being duly installed. What the boy's father said about all this is not recorded.

Events now began to gain momentum: in different parts of the country local groups began to spring up with the intention of preserving trolleybuses from their area. In 1963 the National Trolleybus Association was formed to bring all these groups under some sort of unified control, and co-ordinate their efforts. So the NTG became the National Trolleybus Association Nottingham Group, and it was in this guise that the site at Plumtree Station was obtained. 466 had begun to sink into the mud at "The Elms" - to the extent that the back platform was level with the ground, so action of some kind had to be taken.

Initially the Plumtree site was rented for £1 per week, and was officially big enough to park one vehicle on. Plumtree Station was still in use at this time, and the Station Master was less than impressed when obsolete Karrier trolleybus no.466 arrived, and was towed across his flower garden to become the site's first resident. This was a state of affairs that would not last long.

Of the various groups that made up the NTA, the Nottingham people were the only ones who actually had a site of their own, and so when Huddersfield 541 was acquired by the NTA, Plumtree was the logical place to take it to. At this time a report was commissioned by the NTA to work out which trolleybuses, out of all those still in service nation-wide, would when preserved, form a truly National collection. The first vehicle on what was called "The Cromwell Report" to become available was Manchester Crossley Dominion trolleybus 1250.

At this time the NTA seemed to think that all cities would be honoured to donate examples of their trolleybuses to the National Collection, so they were surprised when Manchester actually wanted £50 for 1250. Nobody in Manchester seemed keen on providing any funds, so somebody from

Nottingham stumped up the necessary to enable 1250 to arrive at Plumtree. So with the site officially holding one vehicle, but actually containing three, events were beginning to take a different course. As I have said, I was not involved in any of this, and I have only heard one side of what happened, so I can only relate the truth as I see it. Plumtree was costing £1 per week to rent, three vehicles were stored there, but only the owners of two were putting money in. When the subject of Huddersfield 541 contributing towards its upkeep was raised, arguments began. Coupled with this, the NTA decided that a Roe utility body was more representative for a National collection than the Brush one on Nottingham 466, and that therefore 466 should go, and be replaced with 460, two Nottingham trolleybuses not being required.

All this came to a head when the NTA decided to remove 541, and give up the site at Plumtree, thus throwing the Nottingham group back on its own resources. So the NTA leaves the story, its legacy being Manchester 1250, which the Nottingham group had paid for but didn't really want, and an argument with the Station Master because 541 had been towed across his flower garden.

Activity at Plumtree now began to increase. In 1965, 541's place was taken by Barton Leyland TD4 motorbus no.816. Next Nottingham 493, a Roe bodied BUT joined the line, swiftly followed by Ashton 80 an all Crossley 2-axle trolleybus. The collection was growing, the site was still costing £1 per week, everything was going well, the group was respected by other enthusiasts, Rotherham Corporation offered to donate a trolleybus to them, Nottingham City Transport was very accommodating and helpful in many ways, so what could possibly go wrong ?

To find out watch this space !

*If you have a story of the early years of trolleybus preservation or Sandtoft please send details to the Sandtoft Scene Editor.*

## **NEWS FROM THE TRAFFIC OFFICE**

The New Volunteer Day posed something of a challenge for the traffic department: with no way to short cut the conductors' basic training and only a two hour time-slot to complete it in, it proved to be a very intense morning.

Having frightened all four candidates during the leakage testing with dire warnings of the dangers of 600 volts of electricity and its effects on people, we retired to the more pleasant surroundings of the tram shelter for the hard slog of ticket machines, waybills and rules and regulations. My thanks to Steve Gill and Steven Baines for their assistance during this time.

Then came the fun part (for me that is) watching new conductors trying to keep their feet on a moving bus with a heavy ticket machine hung over their shoulder. My thanks to Paul Shepherd for some delightfully rough driving (he was told not to be gentle) and the constant slog of driving round and round the circuit whilst each conductor practised issuing tickets on a moving bus in turn.

A hard morning it may have been but the results speak for themselves: of the four candidates two have now passed out (over the Wartime Weekend) as fully qualified conductors, so my congratulations to both, Jack Grafton and Andy Payling.

The afternoon proved more leisurely with a taster session for museum tour guides. We started with a look at the safety issues involved in taking a large group of people around confined areas such as our depot. We then went on an actual depot tour:

personally I don't feel this part of the session was particularly successful due to the fact that currently there is no formal script for the tours. This doesn't cause much of a problem when dealing with the general public, but with a party of enthusiasts who think they know - or even do know - more about a given vehicle than the guide, then the constant stream of interruptions totally destroys the flow of the tour, key points get missed, jokes get lost etc.

The hardest part of being a tour guide is not the knowing of facts inside out but is having the ability to stand in front of a crowd of strangers and talk to them, making them laugh, bringing to life in their minds what are essentially, in our case, old vehicles standing in a draughty shed, a few of which have decayed beyond all recognition of their former glory, - and by the end of the tour, making them feel they know you well enough to talk to you as a friend. A seaside joke poster I saw recently will serve as a word of warning to future interrupters - it showed a male bovine stood on its hind legs taking a bow and saying "I am quite a good bull\*\*\*\*\*er myself, but on occasions I do enjoy listening to an expert SO DO CARRY ON !" - but seriously though, much more work is required in this area: are there any volunteers to write scripts about individual vehicles, please.

The session closed with a look at the "Isle Tour - my thanks to Geoff Sandford and Steve Gill for their assistance with this particular part of the session - followed by a look at other Museum attractions like the pre-fab and the cycle shop.

Wartime Weekend passed quite smoothly with no major problems. Trolleybuses in service over the holiday weekend were Bournemouth 99, Reading 113, Derby 172, and Liège 425; passenger loadings were high and the launch of South Shields 204 proved popular, once again Janet Metcalfe and myself were required to perform our now traditional task at these events, that of stretching the toilet roll between the traction poles (someone asked us why we use toilet roll, the simple answer being, it breaks easily as the vehicle drives through so it doesn't damage the new paint). Once again my grateful thanks to those members who gave up their holiday weekend to help run this event.



Trainee conductors

Photo: Graham Bilbé

## MEMBERSHIP NEWS

My thanks go to all who have renewed their Sandtoft Membership and we welcome the following new members:

Mr B.K. Playford	John Zebedee	Judy Ruffles	Andrew Bingley
Duncan Anderson	John Crossley	Mr T.K. Eastwood	Malcolm Parkin
Mr M.R. Cullum	Joshua Hague	David Mann	Frank Long
Antony Fleckney	Richard Shrive	Russell Sibley	John Huddleston
Chris Towers	Gary Cunningham	Mr L.R. White	Chas Allen
Kevin MacLauchlan	Nigel & Dorothy Batty	Helen & Tristan Noble	
Jean & Sean Sowley	David & Janet Neale		

There are still one or two members that have not yet renewed their Sandtoft membership. If you have overlooked your renewal and do wish to remain as a member, please return your membership reminder form or if you have mislaid it contact me at 1 Shillbrook Avenue, Carterton, Oxfordshire. OX18 1EQ.

## FOR SALE OR WANTED

If you want to sell or want anything, why not send details to the Editor for inclusion in the next Sandtoft Scene ?

**On the subject, Paul Shepherd writes** - Thanks to the efforts of Museum members we now have a spectacular and up-to-date audio-visual system in the Lecture Theatre, comprising a state-of-the-art PC and video media projector. Presently we have managed to digitise most of the transport videos that we have shown recently but the technology is capable of much more. Both Aiden Proctor and myself are currently working on producing audio-visual presentations for the Museum, which can be played directly from the PC. Whereas the technical expertise is there we are lacking the content. If anyone has any photographs, video footage or anecdotes that can be used then they would be greatly appreciated. Please note that any material you offer must be your own and free of any copyright restrictions. We would also appreciate any suggestions or scripts for slide show type presentations. In addition we are also looking for someone to actually narrate the presentations - any volunteers please contact us.

Another project underway is the construction of stand-alone AV displays using similar technology. The idea is to have monitors by exhibits and in the display areas showing short but informative presentations. To do this we are acquiring old PCs and monitors. They don't have to be spectacular so long as they have CD ROM capability and can play media files. If anybody has any old computers they wish to donate they would be gratefully received. If you have any material/donations then contact either Aiden or myself. We can be contacted via the Museum address or by email to either [webmaster@sandtoft.org](mailto:webmaster@sandtoft.org) or [pshepherd@pollington.co.uk](mailto:pshepherd@pollington.co.uk).

## SANDTOFT GATHERING 2005 - 31 JULY

It is that time of year when enthusiasts & the public descend on Sandtoft for the 'Gathering. To make it go with a swing again this year, we need an hour or so out of your visiting time to help staff the event. If you are coming to the 'Gathering, contact Chris Proctor (see page 11) or Brian Maguire with your offers of help.

## 2005 - DATES FOR YOUR DIARY

Dates	Details	Trolleybuses on Duty
<b>Saturday &amp; Sunday, 9 &amp; 10* July</b> (open 11.00am-5.00pm)	Trolleydays & Vintage Cycle Event, featuring vintage cycles of all shapes and sizes	Maidstone 72 South Shields 204 Huddersfield 619
<b>Saturday, 30* July</b> (open 11.00am-10.00pm)	Trolleyday and Sandtoft Gathering Preview with late night trolleybuses and a Real Ale Bar	Maidstone 56 Derby 172 Liege 425 Bradford 746
<b>Sunday, 31** July</b> (open 10.00am-6.00pm)	<b>Sandtoft Gathering 2005</b> - Our biggest event of the year featuring 75-100 visiting historic vehicles and a host of other attractions. Real Ale Bar <b>WE URGENTLY NEED YOUR HELP, PLEASE, TO FULLY STAFF THIS EVENT</b>	Maidstone 56 & 72 Bournemouth 99 Reading 113 South Shields 204 Huddersfield 619 & 631 Bradford 746 & 792 London 1812
<b>Saturday &amp; Sunday, 13 &amp; 14* August</b> (open 11.00am-5.00pm)	Mid-August Trolleydays (open 11.00am - 5.00pm)	Glasgow TB78 Huddersfield 631 Bradford 792
<b>Saturday &amp; Sunday, 20 &amp; 21* August</b> (open 11.00am-5.00pm)	Trolleydays & North East Weekend, Featuring visiting trolleybuses and buses from North East England	Glasgow TB78 South Shields 204 Newcastle 501
<b>Saturday, Sunday &amp; Monday, 27, 28* &amp; 29* August</b> (August Bank Holiday Weekend)	European Weekend Trolleydays featuring trolleybuses and other vehicles from the Continent (open 11.00am - 5.00pm)	Limoges 5 Porto 140 Liege 425 Newcastle 501
<b>Saturday &amp; Sunday, 10 &amp; 11* September</b>	Trolleydays - part of Lincolnshire Heritage Open Days (open 11 - 5)	Maidstone 56 & 72 Huddersfield 631
<b>Saturday &amp; Sunday, 24 &amp; 25* September</b> (open 11.00am-5.00pm)	Six-Wheel Weekend Trolleydays featuring three-axled trolleybuses and other six-wheeled vehicles	Bournemouth 99 Newcastle 501 Huddersfield 619 & 631 London 1812
<b>Saturday, 15 October</b> (open 11.00am-5.00pm)	Mid-October Trolleyday	Limoges 5 Derby 172 Bradford 746
<b>Sunday, 16* October</b> (open 11.00am-5.00pm)	Trolleyday & St Leger Rally with parades and many visiting historic vehicles on display	Limoges 5 Derby 172 Bradford 746
<b>Sunday, 13* November</b> (open 11.00am-5.00pm)	Twilight Trolleyday featuring twilight trolleybus operation	Derby 172 Bradford 792 London 1812
<b>Saturday &amp; Sunday, 10 &amp; 11 December</b> (open 11.00am-4.00pm)	Santa Weekend & Trolleydays with Father Christmas in attendance	Porto 140 Bradford 792

\* denotes FREE bus service on these days, departing 12.30pm from West Street Doncaster (near Railway Station). Return trip departs Sandtoft at 4.00pm (approx. 30 minute journey time)

\*\* (31 July only) denotes that the free bus service runs half hourly from 10.00am - 4.00pm (Last bus to Doncaster runs at 6.00pm)

## THE BACK PAGE

Tony Ferris taking pictures of 204 at it's launch – 204 was full size when he started !! - What do you think he is saying ? Send your suggestions to the Editor and any responses that we can print will be in the next issue of Sandtoft Scene.

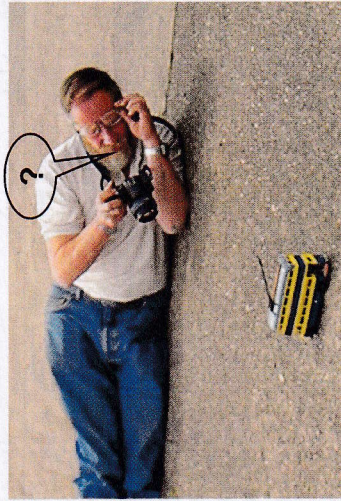


Photo: Nick Broxholme

## Wartime Weekend Pictures



Our NAAFI canteen ladies (Left to Right: Trish Harrison, Bernice Needham, Caroline Priestley and Cheryll Crowther) Photo: Tony Ferris



The Yanks arrive at Sandtoft !!

Photo: David Needham



An RAF officer was amongst the sight-seers

Photo: Tony Ferris



US Air Force Captain and his wife with our own Cheryll Crowther

Photo: Tony Ferris



"Bomb damage"

Photo: Tony Ferris