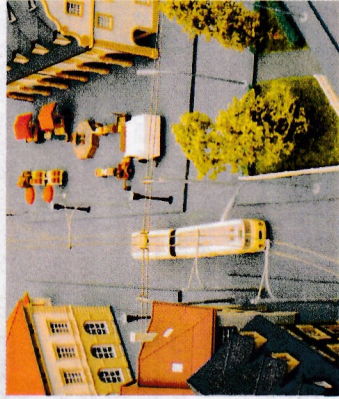


SANDTOFT

SCENE

ISSUE NO. 59

OCTOBER 2005



THE JOURNAL OF
THE TROLLEYBUS MUSEUM
AT SANDTOFT



The Trolleybus Museum at Sandtoft
SANDTOFT TRANSPORT CENTRE LIMITED

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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 PICTURES:

- Top Left A visiting Girdler cycle at Cycle Weekend Photo: David Needham
- Top Right Historic Caravan Club Rally at Sandtoft Photo: Nick Broxholme
- Bottom Left Cronenberg model layout (see page 24) Photo: John Huddleston
- Bottom Right Newcastle 501 in service during the 'Gathering Photo: 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.

MIKE DARE

13 August 1937 – 23 September 2005

It is with great sadness that we have to announce that our President and the founder of our Museum, Mike Dare, passed away on Friday 23 September 2005. The Board and members of Sandtoft Transport Centre Limited pass on their deepest condolences and sympathy to his wife, Beryl, and family.

We have decided, in honour of our friend and colleague, that the next edition of Sandtoft Scene will be dedicated to Mike, who over many years has been an inspiration to many people not only at the Museum and the British Trolleybus Society, of which he was Chairman, but also the bus preservation movement as a whole.

If you would like to send to us your own tribute to Mike for consideration for inclusion in Sandtoft Scene, please send it to the Editor no later than 15 November 2005.

EDITORIAL

Well, as the new editor I managed to get the last edition (June) wrong and the clanger was on the front cover for all to see - so, who noticed that it was numbered 57, when in actual fact it should have been 58? At least three of us at the pre-printing stage didn't!

In this edition, among many articles, we have "Around the Board" which updates us on what the directors are doing, and "Vehicle at the Bus Stop" featuring Newcastle 501. We also continue the "Route to Sandtoft" series, with Steve Collins' "Plumtree - The Plot Thickens" and Phillip Jenkinson begins the history of another important contributor to the development of our Museum, the Huddersfield Trolleybus Preservation Trust.

Picking up from something our Chairman says in his report, where he quite correctly points out that "you, the membership, have as much say in the development of your Museum as the Board". I feel it is important that you take up his offer and let your views be known: it is bound to help in the developments that are being planned for the Museum. If you would like to write to Sandtoft Scene on any subject, then do so, My address is on page 2, or you can send me an email at: david_needham@lineone.net. If you wish to remain anonymous then say so - letters or emails published will then be credited to "Name & address supplied". You will need to send your name and address to me, but I will not under any circumstances divulge that information to anyone else: it just allows me to contact you if it is necessary to do so.

David Needham

ANNUAL GENERAL MEETING 2005

The Annual General Meeting takes place at the Museum (in the Regal) , on Saturday 12 November 2005 commencing at 1.30pm. Eligible members will find the formal notice and a nomination form enclosed. For legal reasons, those under 18 are not eligible to attend the AGM, but, of course, they are most welcome to join in the informal discussions afterwards in a members forum. Time permitting, we hope it will be possible to run a "twilight" trolleybus afterwards - and anyway, the following day (Sunday 13th) is our scheduled Twilight Trolleyday. It is important for the Museum that the AGM and the members' forum that follows it are well attended, so we look forward to seeing you all on the 12th !

AROUND THE BOARD

Steve Harrison – Chairman's Comments: SUMMER HOLIDAY . Well, we're all entitled to them and, yes, I've just been away. Feeling very guilty though as the vacation term spanned 3 weekends, all with open days. But was I worried? No. With the present team of dedicated and capable personnel continually striving and pushing the new professional image forward, I was peacefully relaxed on my sunlounger sipping away at an ice-cold sangria.

I don't want you to get the idea that I don't do anything else but walk around saying "How do you do ?" to our visitors (although no doubt some would take that statement to task !!). But when I do, it is very noticeable, and increasingly so, that we do get a lot of praise for our efforts and a lot of positive vibes come over as these visitors perambulate around the Museum. Of course we do get the occasional rattle, but I believe that these instances are useful guides to the sections of our activities that could do with a bit of a polish. Acting on these points is a fundamental step in achieving our Mission Statement. The whole place is also beginning to look a bit better organised and has an air of "being on with it" in the areas that are beginning to look somewhat jaded. I would love to see the metal depot doors painted, though: the backdrop to hundreds of photos taken in Sandtoft Square must look terrible. I might drop that one on the agenda... Another fact I have observed in my wanderings about, doing nothing, is that of the changing trend of the type of visitor we are now getting through the gate. Rather than the crusty anorak and camera brigade, (who are, incidentally, very welcome), we are getting a lot more family orientated groups. I know I have said this here before, but I believe that we are now much more than just a bus museum and have become equal in people's choice when it comes to the weekend trip out, to such places as the Deep or even Flamingo Land for that matter.

The formula we are delivering at the moment must be good as we are certainly reaping benefits. This is why we must still push and maintain the professional image that we are all striving for. It is noticed. Of course, another ingredient in this fine formula is the fact that we have put on a good variety of events this year, and, for the sceptics, we have had a lot of new things to look at and do

this year. The copious number of vehicles that have entered service, overhead alterations, more themed event weekends, the new café, more and better site facilities - footpaths, gardens etc., the new Pelham building, the better viewing system in the cinema. All these things add up to give the visitor a better quality visit and to make them want to promote our Museum when they leave. A big "well done" to all who have helped in achieving all this.

Our new editor has suggested that I haven't got much room in this edition so I will not ramble on too long.

One thing I would like to promote is that you, the membership, have as much say in the development of your Museum as the Board. I would therefore ask that if any member has any sensible, constructive ideas in any area of the Museum's activities, I would welcome such suggestions, in writing, direct to myself or to the office on the Museum site. To this end, and ready for publication in the next issue, the Board will issue a "Line of Responsibility" chart that will delineate which Board member "is who and does what" if you get my meaning. This will help members, site volunteers and, indeed, ourselves sometimes, streamline comments or actions more appropriately, thus avoiding conflicting or unauthorised or confusing responses. That's a mouthful isn't it - watch this space !!

For those of you interested in the expansion project and the extension of the running facility, I can report that, even with a holiday to muck things up, I have had two very positive meetings with the Whites (our neighbouring farmers) and have made another significant step as regards the purchase of the land that we are seeking to buy to the rear of our current site.

The Lottery funding bid is still being progressed. The only significant alteration to our five-year plan is that the land will be purchased in two separate packages, thereby reducing the proportion of our percentage that we have to find as per the lottery requirements. I will keep everyone updated with news on this front as I get it.

Linked with the lottery bid is, of course, the Vehicle Owners Agreement. Whilst I agree this has to be a "legal document", there was much discussion in Board as to how complex this should be: I was all for a four liner with a place to sign at the bottom, however it became what the vehicle owners have now received. This has raised numerous ifs, buts and questions as some items apply to one and not another, "oh it's not just one owner", "my uncle in Zaire owns a 10th share", "but my bus has 12 wheel nuts not 10".

IT'S NOT ABOUT ALL THAT. All that we are asking is that the owners consent IN WRITING to something that they are already doing, and in most cases have been doing for the last 20 or 30 years without complaint. That is, to provide their vehicle as an exhibit at the Museum for an indefinite period of time. If circumstances change, there are clauses built in to deal with such changes.

We have no hope of attaining lottery funding if we have no exhibits there to depend on. When you visit any type of museum you expect things there to

look at, not just an empty shed. Most vehicle owners have had the benefit of the facility at Sandtoft to house their vehicles for some 40 years. We would like them to do so for the foreseeable future and give the Museum the status it deserves. But you, the vehicle owners, have to tell us that you will - in writing. That is all it is about.

And finally, I would yet again thank all our members who support the Museum in any way. We are having an excellent year and, yet again, many milestones have been reached. Let's keep it up to the end of the year and we'll deserve a huge pat on the back. (Think I've stolen some-ones thunder there!)

Bruce Lake - Company Secretary: The Museum's AGM is almost upon us (the formal notice accompanies this edition of *Sandtoft Scene*). This has become less and less well attended over the past few years, which is perhaps indicative that the membership views the current Board as doing things that they approve of! Also, there have been few contentious issues of late that required this sort of discussion forum.

However, as a member of Sandtoft Transport Centre Limited, you could be missing out. The last two AGMs have been set against a backdrop of significant change, and the Chairman has outlined plans for expansion of the Museum in much greater detail than you can glean from a *Sandtoft Scene*. Besides this, the future of the Museum is very much a two-way street and input from the membership on the way things are shaping up is very important. For example, there are plans to set up a real two-way street in front of the current Axholme Stores, with shop fronts opposite on the wall of an extended depot! Don't worry, this doesn't mean the end of Sandtoft Square and the trolleybus turning facilities it provides; these would be moved further away from the Museum frontage as part of the "bus station" concept being developed outside the workshop and toilet block. This is also part of our scheme to provide better trolleybus loading facilities for both British and European trolleybuses; either would then be boarded from straight pavements on their correct sides - an important feature as the proportion of aged and disabled visitors rises every year.

The extension off the current site has not been forgotten either, but it is now in modified form, and negotiations are continuing with the relevant parties in pursuance of this. So, come along to the AGM and hear what the latest plans are. They won't be in place in a matter of months - these things take time to raise the funding, break the turf and get built - but plans laid down now are going to determine the shape of the Museum in years to come. You need to have your say!

A pat on the back - no, nothing to do with cows! It's just that we have noticed recently that we have been receiving more plaudits than of old. This is very gratifying for the team of workers that strive to maintain the Museum site to a high standard, and those that run the open days. Any member who has not visited the Museum for a few years would now notice considerable change.

For instance, there is now a proper footpath right from Axholme Stores to the cycle shop, and many pavement ramps are in place - these don't just assist our less able visitors, but they make the place look better as well. The overhead wiring layout has changed with the introduction of a new holding loop in front of the toilet block: this will become our new loading point when islands are built into the roadway. The overhead has also seen much re-alignment and the curves eased to enable reasonable speeds to be achieved without dewirements. The 1950s bungalow has been kitted out with features from the period (although more are required). The cycle shop and lawnmower museum's exhibits have expanded. We have a thriving café in the end of the Axholme Stores building where people can have a break and a bite while watching the trolleybuses go past. A new preserved building is being erected, and this will provide us with more under-cover activities for those not-so-sunny days. More trolleybuses than ever are in operating condition. We run 'themed days' now focussing on particular areas, to the delight of visitors from those areas. Staff on open days are ever more professional, friendly and informative towards the public. The list is almost endless, so perhaps we should not be surprised that visitors go away generally happy with us.

Stuart Morant says "Thanks for a superb 'Gathering this year - thoroughly enjoyed it", and "Many thanks and well done".

Many café visitors have made comments such as "Very nice sandwiches", "Good value for money", "I'll have to have another piece of that cake", "We'll come back for more later" (and they do!).

Ian Wiggitt of the Aycliffe & District Bus Preservation Society, after attending our North-East event, wrote to say: "I write to thank your tyre fitter (amongst many other things! - Ed) Ian Metcalfe for his work in getting our Darlington Daimler back on the road last Sunday when we had a near-flat tyre. (This was after two ATS depots did not even answer their phone calls). The members reported a good day with you and I was pleased to hear that we were well received..... If you want us again please feel free to contact me....."

Francis Whitehead - Finance & Publicity: The Financial Director's, post clearly requires close liaison with every part of the Museum's organisation; I also manage the publicity and marketing for the Museum, which requires more liaison in order to maximise all the opportunities that arise from our activities, achievements and events, and get our message out to prospective visitors. Further, I have responsibility for development - a task that is shared with Steve Harrison as Chairman.

A particularly important requirement for the Museum is insurance. I am not quite sure how, but it seems to have fallen to me to deal with this. Along with the more routine insurance administration this year has been the matter of insuring trolleybus operation following a Road Traffic Act change whereby motor insurance has become necessary for any vehicle driven on private land to which the public has access. This legislation, aimed (we suspect) at such

places as supermarket car parks, car boot sales and the like, has far-reaching repercussions, including many for preservationists and for museums such as ours. Last year our insurers notified us that they could no longer cover our running of trolleybuses. After much discussion with our brokers, we have been forced to take out a fleet motor insurance policy: this new policy is tailored to accommodate our trolleybuses and the driving of trolleybuses, but it does mean that we are faced with certain restrictions, including the age of drivers (accident record and driving convictions also have to be declared), and the number of vehicles we can have operating (presently this is two). Not unreasonably, the insurers require detailed information about our drivers and the vehicles, so, trolleybus and motorbus drivers and vehicle owners will be asked to provide information and copies of their driving licences, and to complete forms. We are working very closely with our brokers and the insurers in an effort to get the best we can to run our museum satisfactorily and within the law. Watch this space for further details once they are finalised.

Having managed to hold vehicle rents at the same level since 1999, we have found it necessary to increase them with effect from 1 January 2006. All vehicle owners have been notified, and in the coming weeks, I will be sending out new standing order mandates to owners. I would very much appreciate timely action by owners in completing and sending the mandate to their bank so that problems with the change are minimised. Thank you.

Finally from me, at the time of going to press (late September), details of operating days in 2006 were not quite finalised, so we will give you the dates in the next issue of *Sandtoft Scene*.

Brian Maguire - Site News: Main work to report is the progress of the Pelham building, which has been spasmodic due to the weather this year. Arranging a gang to work on a certain day and then finding it raining all day, is soul-destroying, but we are not too disheartened. Work has seen the front wall sheeting completed, the rebuilding and sheeting of the porch and both gable ends. Paint stripping of the windows continues and glazing of the same progresses well. Inside, the walls are being insulated and clad in the original tongue and groove boarding, all of which has to be de-nailed and have the wall paper removed - and that is after the right pieces have been found from the mountain of wood available! The inside of the front wall has been completed, with the next stage being the end walls and ceiling. A large amount of insulation has been purchased and flooring to finish the "hall" area. On one side of the building there will be a lounge at the front and an archive room and a small room for storage at the back.

Whilst the weather was poor, more rebuilding was undertaken on the stores prefab - removing the rotten wall plate by the stores bus corner and replacing with new timber. A start was also made on building some shelving to house excess overhead pot insulators. The stores bus (Walsall 864) has been cleaned down externally, the green algae removed, sanded, painted with two undercoats and a gloss - and a smart job it looks too! Front and rear are still



Left: Work continuing apace during early July on the Pelham building as (left to right) Tony Ferris, Janet Metcalfe and Brian Maguire re-construct the entrance porch. The building was originally built in 1905 at Immingham. We need a bricklayer to come and build the chimney stack - can anyone help us please ?

Right: This view of the Pelham building gives some idea of its size - it's BIG !

Photos: Nick Broxholme

to be tackled and the large oak tree which overhangs needs to be lopped. Other areas showing improvements are the triangular garden by the main entrance which has been cleared for safety reasons as it was well overgrown. The path through the woodland has been established and the ever-present moles and rabbits dealt with.

On the road alterations (opposite the toilets) the next section has been dug out and prepared by the SOVA organisation. When materials are available, this will be concreted. Other tasks are the usual grass cutting, painting and gutter clearing out. Boarding has been replaced on the front of the Lecture Theatre to make the front more impressive and the donation box painted etc. Much scrap accumulated over a period has been disposed of, including four bent traction poles.

Ian Wilson - Vehicles: A very big "thank you" goes to all the towing team who spent many hard working hours before and after the 'Gathering, firstly removing the buses and parking them up for display and then returning them to the depot. Prior to the 'Gathering there was quite a bit of work carried out on the Museum's diesel fleet (*details are given in the Vehicle Report section on page 17- Ed.*).

The free Doncaster service on 'Gathering Day was mainly provided by buses kept at Sandtoft: they were Doncaster 22 & 55, Felix 41 and Sheffield 754. Visiting buses used on the Doncaster service at various times were an ex-London Leyland Titan, now owned by Mass, and a Yorkshire Tractor Scania/ East Lancs low-floor double decker; First Group vehicles used included ex-Doncaster Leyland PD2 188, a low-floor Volvo/ Wright in Robin Hood Airport Link livery and an Alexander bodied Dennis Dominator.

The Isle Tour buses this year were an open-top Leyland Atlantean from Stagecoach, an ex-East Kent Dennis "Lancet" (half cab single decker) and

Felix 41. As usual, I must express my thanks to all the drivers for the hours of work they put in to run these services.

After the 'Gathering was over, a slight relocation in the depot saw Cleethorpes 59 removed ready for temporary storage at Mike Dare's Westgate Museum in the old chapel at Belton. Its space in the depot will be used by Reading trolleybus 144 on a visit so as to be ready and available for next year's Reading event.

Chris Proctor - Operations and Shop: We have had three running weekends in August this year, including the extra North East weekend which attracted 220 visitors over the two days, including a bus-load from Newcastle. South Shields 204 operated, along with Newcastle 501 and Bradford 792 (which, of course, used to be a Darlington single-decker). The European weekend also went well with visitor numbers 22% up on last year. All the foreign trolleys operated on passenger duties except for Aachen 22 which did operate a couple of times on the Monday for photographers. Newcastle 501 was the English representative on this occasion. Thanks must go to Graham Bilbé for spending most of the European Weekend in the tram shelter entertaining the public with his European model trains.

There have been a few last-minute changes to the vehicle roster for the back end of the year (see 2005 Dates for your Diary on page 23) it would be appreciated if all operating staff could let me know in advance which dates they are available. You can tell me when you see me at Sandtoft or you can contact me preferably by email at operations@sandtoft.org.uk or text me on 0790 184 4804 - 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. Oh, and remember, 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.

ROUTE TO SANDTOFT

Steve Collins

On the first Thursday in October each year, Nottingham holds its annual Goose Fair, a tradition that has survived for over 700 years if one is gullible enough to believe the guff that is always being churned out, and I for one have neither the time nor the inclination to either prove or disprove it. In 1965, what I did have the inclination to do, was visit the Goose Fair in order to photograph and document all the old buses the showmen were using.

I had done this every year since 1961, and what was becoming increasingly obvious was that the days of the showman's bus were drawing to their end. In 1965 there was still a reasonable number, including several old friends. As usual I had gone down to the site on the Sunday before the fair opened to see them arrive, and again on the Sunday after the fair closed, in case I had

missed any. On both these visits, I was aided and abetted by my friend Geoff. By mid-morning on the second Sunday we had seen every thing of interest, and were beginning to wonder what else we could do to use up the rest of the day. In a burst of inspiration, Geoff remarked that the 40 and 47 trolleybus routes had been withdrawn at the end of normal service the previous day, so we could go down to the depot to see which trolleybuses had been taken off.

Now, if I had had any idea of what was to come, I would have told Geoff to go and investigate the reduction in the trolleybus fleet by himself as I had just remembered I had to go home to unblock the drains, clean the oven out or do something else equally exciting. As it was, I jumped at the chance.

When I look back on that autumn Sunday, I sometimes wonder, was I born stupid, or was it a trait I had developed without me realising it. I didn't know then, and I still don't, 40 years later. What I do know is that 10 October 1965 marked a turning point in my life.

After an uneventful trudge through Nottingham, Geoff and I arrived at Parliament Street depot, and were in time to see the last of the withdrawn trolleybuses being dealt with. By this time Nottingham only had Brush-bodied six-wheeleders left, and these fell into two types - those that were 7ft 6ins wide, and those that were 8 ft wide. Apart from other minor details, the two types were the same, and it was all the remaining 7ft 6ins examples that had been withdrawn the day before and were being parked up.

Next to Nottingham City Transport's depot is the Trent depot (now Barton), and next to that, an open yard on Pennyfoot Street, which served as a makeshift car park for Nottingham City Transport employees. Along Pennyfoot Street was a line of trolleybuses, and two worthies were running them, one at a time, to the entrance of the yard, where one chap hooked the booms off the wires, while the other reversed them into the yard on batteries.

It was while Geoff and I were engrossed in watching what was, to our eyes, an unusual spectacle, that the first of the day's Memorable Encounters occurred: a young fellow approached us and asked "are you going on the tour?" Our answer was that we didn't know anything about any tour, at which he proceeded to enlighten us.

The short of it was that the Nottingham Trolleybus Group had arranged a tour over all the remaining usable wiring, using one of the vehicles which had been withdrawn the night before. Not only would this be the last chance to ride on a seven foot six BUT, but also it would be the last trolleybus to operate on a large part of the system: we didn't need asking twice.

I do not intend to describe the tour, it would take too long, but it was a special - if sad - day in my life, and I am glad I went on it. On the trip, I struck up conversations with a number of people, and learnt about the plans to preserve an 8ft BUT which would complement the Nottingham trolleybuses already preserved at Plumtree. The person who seemed the most knowledgeable about the Group's preservation plans was the third of the day's Memorable

Encounters. As I said in the first of these articles, I do not intend using anyone's real name, so I will refer to him as "Black Rod" (here I must point out that there is no connection between this character, and the man in tights who goes round banging on doors in the House of Commons - not that I know of, anyway).

The tour came to its end, as tours must, and everyone stayed on the vehicle while it was driven down Pennyfoot Street to the entrance of the yard, and reversed on batteries to join the rest of the unfortunates which I had seen being parked up several hours before.

Between March and October 1965, Nottingham withdrew almost 100 trolleybuses, and all through that summer I had seen them being towed north by Auto Spares, the scrap dealers based at Bingley near Bradford. I had actually been to Auto Spares, so I was under no illusions as to what was to happen to them. In fact Black Rod had told me that all the withdrawn vehicles, including the tour trolleybus, had already been sold to Auto Spares while still in service, and they were due to start collecting them later that week.

It's a strange feeling, being both happy and sad at the same time, and I think everyone who went on that tour must have felt the same as we got off that trolleybus. The vehicle had performed admirably, there was nothing wrong with it, and this fact was not lost on all the people milling about in that yard. More and more of them were making comments about the folly of scrapping such good vehicles, when someone got back onto the bus platform and called for attention. This person turned out to be the day's fourth Memorable Encounter, and I shall refer to him as "The Teacher".

I had noticed The Teacher during the tour, as he had come round to collect the fares, he was wearing a grey gabardine mac - a fashion which was very popular at the time - but otherwise he had made no impression. He soon rectified that though, as he gave a speech which, in its content and delivery, would stand alongside anything Churchill had said during the war. He began by pointing out that we had just had an enjoyable trip on a fine vehicle, and that that vehicle was now destined for the breaker's yard. He didn't think that that was right, and it was up to us to do something about it. If everyone who had been on that tour would chip in £2, the trolleybus could be purchased for preservation, and would join the collection at Plumtree where a local transport museum had been established. Next year, when the system finally closed, it would be brought back to Nottingham along with 466 and 493, and operate on the last day.

At this point, I could have walked out of that yard and thought no more about it, but I didn't. I was hooked. I wrote down his name and address at the end of the speech, sent him a donation and asked how I could help and become involved. His speech had been so good that I thought it was part of the overall strategy for trolleybus preservation in Nottingham. The fact that only a couple of hours earlier Black Rod had told me that only an 8ft example was to be preserved was completely forgotten.

I had left school only 2 years before all this, and was still young and impressionable. I have learnt since, of course, that a skilled and devious teacher can take a pure, uncorrupted mind and instil all kinds of loopy and dangerous ideas (Mike Dare was a teacher, not that he, personally, had anything to do with any of this, just thought I'd mention it in case any of you didn't know). In my own defence, I wasn't the only one to be taken in, Tom Bowden was on that tour, and he fell for it the same way I did, Tom, I would say, was the fifth Memorable Encounter of the day, and has led to a friendship which still endures. As for The Teacher, if anybody missed their true vocation in life, he did. Up to his death in 1983, he struggled (unsuccessfully in most cases) to drill an understanding of English and English Literature into mindless brutes who knew nothing and cared even less. What he should have done was position himself alongside the River Thames, and sell Tower Bridge and Big Ben to American tourists. He would have made a fortune!

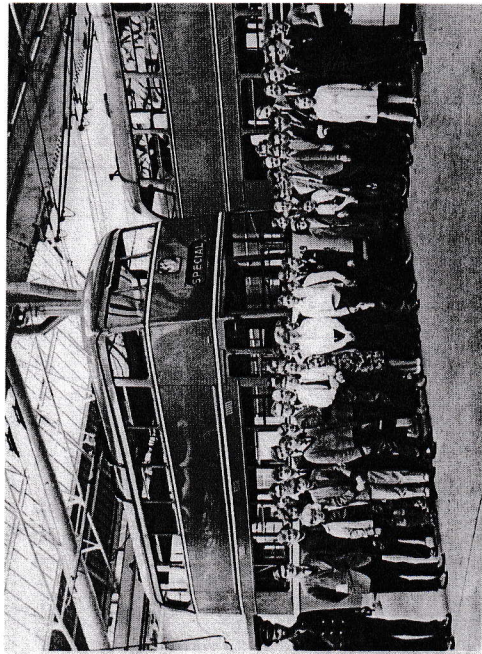
Some of the more astute among you may have noticed that I have used the term "Memorable Encounters" as follows - the first was the young chap who told me about the trolleybus tour, the third was "Black Rod", the fourth was "The Teacher", and the fifth was Tom Bowden. Who you may be thinking was the second? Well, the second was not a person, but the trolleybus on which the tour was held. This was Nottingham 578, and it is a fitting memorial to The Teacher's eloquence and determination that it was saved, and is still with us today. Black Rod was right; it had already been sold to Auto Spares. How it was rescued, the problems that it caused, and how I got embroiled in all the plots and machinations of Plumtree, will all be revealed next time.

The Huddersfield Trolleybus Preservation Trust

Philip Jenkinson

The tramways, trolleybuses and indeed railways of Huddersfield all had a number of chroniclers and supporters during the 1950s and there had been a number of tours of the trolleybus system during the period 1960-62 in which its future was the subject of much debate. The decision to completely abandon the trolleybus system in Huddersfield was finally made by the full town council in December 1962 and by the spring of 1964 the first closures had been put into effect, although the system was still comparatively thriving with five major cross-town routes operated by some 75 vehicles, the majority with quite modern bodywork.

It was at this time that the first proposals to actually preserve a vehicle were formulated, and they came not from any of the established transport groups or local experts in the field, but from a trio of fifth-formers at a local grammar school. In May 1964, David Beach, Stephen Lockwood and John 'Baz' Longbottom organised a trolleybus tour of Huddersfield in Park Royal-bodied Karrier MS2 no. 549 (DVH49) which was at that time the oldest vehicle in the fleet still in its original condition, having entered service in this form in February 1948. The vast majority of its companions had been re-bodied, and it was by now one of only three such vehicles in the fleet, four of the batch



Huddersfield 549 in Longroyd Bridge Depot on 24 May 1964 before the tour of the system - the first ever HTPF event.

Several individuals (too many to identify here) in this shot were to play important roles in the HTPF and its successors, and Sandtoft

Photo: courtesy Huddersfield Daily Examiner

having been withdrawn three months earlier after the conversion of route 60. The tour took place on 24 May 1964 and was well supported by local enthusiasts. It was the intention of the trio that the tour should raise funds for 549's preservation, but shortly before it took place it was announced that the National Trolleybus Association had been given the already-withdrawn 541 by the Corporation. It must be recorded that this did not go down well with local enthusiasts who

(a) saw "outsiders" given a vehicle for which they were prepared to pay, and (b) knew that 549 was a better bus. Indeed, the NTA had been offered 544 (which like 541 had already been withdrawn, and like 541 - but unlike 549 - retained its original destination blind layout, which seems to have been important to the NTA), which was also a better bus than 541, but the NTA seemed to think that 541 was more "significant". In practice its significance seems restricted to the fact that it entered service alone three weeks before any of the others, almost certainly to familiarise drivers with what was a completely different type of vehicle to those to which they were accustomed.

Still, the locals were not so self-centred as to obdurately pursue the preservation of a vehicle which was to all intents and purposes identical, so the tour sheet of 24 May informed participants that the organisers had reluctantly decided to leave 549 to its fate and put any funds raised towards the preservation of a newer vehicle, probably one of the Roe-bodied Sunbeams of 1950-51. 549 was duly withdrawn in February 1965, a short while after its 17th birthday (being the only Huddersfield MS2 to achieve this with its Park Royal body) and went for scrap in the spring.

The Huddersfield Trolleybus Preservation Fund, as it had now become, held an annual tour in the spring of each succeeding year. The 1965 tour, held in

two stages on re-bodied MS2 no 578 (of a type soon to disappear) and Sunbeam S7 no.631 (which was fresh out of shops) advertised the intention of going, not for either of these vehicles, but for the 1950 Motor Show vehicle, 593 (FCX293), which was the first of the Roe-bodied MS2s widely viewed as the most handsome vehicles in the fleet.

Bearing in mind the jaundiced view of the NTA's insistence on the significance of 541, the choice of 593 was a tad ironic; like 541, it was one of the poorer vehicles in its batch and was duly withdrawn in July 1965 at a time when eleven of its brethren were assured of another year's service. The Fund did indeed put in a bid for 593 and had even identified a site in Shropshire where it could be kept, but suffice it to say the bid failed.

At this stage many observers felt that the Fund would logically bid in July 1966 for one of the remaining Roe-bodied MS2's, several of which were still in really good nick, but which were due for withdrawal with the route abandonments of that summer. The Fund had problems of its own, however. It was almost entirely administered by senior schoolboys who were sitting GCE O or A levels in the summer of 1966. It isn't perhaps surprising that they decided to set their sights a little further ahead into the future and accumulate enough funds to guarantee the preservation of Huddersfield's last trolleybus, whatever it was, & which, prior to 1966, had always been felt likely to run no earlier than 1970.

So the various bids by local Huddersfield enthusiasts to purchase one of the earlier representatives of the fleet all foundered and the Fund entered a humdrum phase of local tours and money-raising events such as coffee evenings aimed at a date still some three or four years away. It must remain a regret that one of the earlier vehicles was not preserved (I remember what a splendid vehicle 602 still was on its last day) but the sixth-formers of 1966 should not be held to blame for that fact; rather one is inclined to question what happened to those a generation older who had been so enthusiastic about the system in 1960-62.

TROLLEYBUS ANNIVERSARIES IN 2005

Systems Opened		Systems Closed	
Mexborough & Swinton	31 August 1915	Rhondda	1 March 1915
Wigan	7 May 1925	Stockport	11 September 1920
York	22 December 1920	Aberdare	1 July 1925
Ashton-under-Lyne	26 August 1925	York	5 January 1935
Oldham	26 August 1925	Grimsby & Cleethorpes	4 June 1960
Southend-on-Sea	16 October 1925	Rotherham	2 October 1965
South Lancashire	3 August 1930	Cardiff	11 January 1970
Pontypridd	18 September 1930	Walsall	3 October 1970
Newcastle upon Tyne	1 October 1935		

MEMBERS NEWS AND COMMENTS

Vehicles Report

*Ian Wilson & Brian Maguire
(unless credited otherwise)*

Aachen 22 has had the door rams removed and rebuilt "in house" and now all

work properly.

Bradford 758 has had window pans assembled and fitted. Various repairs and renovations have been done and ceiling and lower saloon sides painted. Polished wood has been treated and fitted back into place. How good it is to see this trolleybus being worked on again!

Cleethorpes 59: Once removed from the depot the opportunity was taken to strip the seized brakes which had made it reluctant to leave its parking place and as usual, Ian Metcalfe worked his magic. All were stripped down and cleaned, rebuilt and adjusted. Brake rods were treated similarly and work on the compressor is now being undertaken. Whilst this was happening, the wheels were cleaned and painted and the rest of the body accessed. The lower offside panels had been removed and framing repaired in 1984 by the Community Industry scheme and was ready for panels, so these were cut and fitted. The mudguards (3 rubber and one metal) were stripped, the metal one treated and painted. The window frames to the lower saloon were all cleaned and primed, with openers being anti-corroded. The rear has been re-painted and the front cleaned, sanded and primed. The nearside was similarly treated and the lower panels removed. So far, three new panels are fitted and framing repairs to the wheel arch and window section are awaited. New panels to the top deck front on both sides have been replaced and the destination box panel on the side worked on. Blinds are also fitted to the front showing "11 Cleethorpes Bathing Pool".

Maidstone 72 has slowly had its chassis cleaned and painted - a short statement which doesn't do justice for the amount of work involved!

Nottingham 367 has been cleaned out - all the parts going into a specially erected store shed.

Nottingham 466: Rewiring continues; "new" fittings, switches etc., all have to be found. Front and side windscreens have been put in place and a cab door will now have to be built.

Nottingham 493 (report from Andy Thornton): Recent work has revolved round the continuing rewiring project. The loom between the earth leakage test socket and contactor cabinet was installed on a scorching hot June Sunday, with the inevitable tidying up jobs continuing afterwards. Attention then turned to the shunt field resistance box, located under the cab floor. After much thought and planning, the box was removed a week prior to the 'Gathering: this allowed access to a large area of the cab floor framing and other wiring looms. The framing here is in good condition, but required painting. Tracing of the cables in the newly-exposed looms was routine, but time consuming. As can be expected, the conduit clamps were less than keen to be undone (probably for the first time since the vehicle was built). Rain on 14 August led to postponement of the day's painting plans. One aspect of undertaking vehicle work on running days is talking to visitors: I have long since developed answers to most of regular questions and techniques for pitching these replies to the level of the enquirers knowledge. One gentleman, who was obviously

knowledgeable on electrical control systems, but not traction gear, seemed pleasantly surprised to be shown the main wiring diagram and schematic plan to help answer his queries!

Thanks are due to the many working members who have assisted, by helping to move vehicles to allow access to 493, and who have also held cables, spanners, meter leads etc. To bring the story up to date, on August Bank Holiday Monday, further new wiring looms were fitted: one between the battery traction button and contactor box is virtually finished, the other from the compressor governor to the contactor box has revealed some further framing that requires cleaning and painting, so the new loom was installed as far as possible and tied up out of the way.

Bradford 558 (report from Geoff Welburn): Beading and panelling have now been completed on the rear and offside: the untreated beading will be painted shortly. A start has been made on the layout of the front destination: during its life, a number of body modifications were made to this vehicle and other members of the same batch. Originally this bus had been delivered with the standard Leyland arrangement of the front destination being located in a position directly above the driver with the route number to the right. The control of the route number from the upper deck being the responsibility of the conductor. The arrival of General Manager Mr. C. T. Humpidge brought about a standardisation in destination layouts. As a result, the position of the route numbers and the destinations were changed over. This then gave the driver full control of the route number and destination from the cab. This area is now being rebuilt with the original style of a larger, two-track number display instead of the modified shallower, three-track arrangement. After removing the front panel housing the destination compartment, it was discovered (without surprise) that during 558's life, large volumes of water had regularly entered this area! I have been reliably informed that Leyland bodies were notorious for letting water in. Before any more remedial work could be made on the destination box, the top of the cab area would have to be repaired. This resulted in the driver's front windscreen being removed as the metal panel supporting this window had almost disappeared! A new panel is now under construction. Once this has been fitted, work will resume on the destination box.

Doncaster 55 has successfully passed its MOT test. Work prior to this included an oil change, general greasing, oil bath air cleaner cleaned and repaired and the renewal of the flexible part of the exhaust system.

Doncaster 94 unfortunately failed its MOT due to a vacuum leak on the brake system. Jim Sambrooks and Mike Hurst have traced this to a defective seal in the servo unit but as yet have been unable to source a replacement.

Felix 41 successfully passed its MOT at Optare, Rotherham. Prior to this it needed work on its windscreen and windscreen washer system. A general service/greasing was also carried out.

Sandtoft Gathering 2005

Stewart David

This year's event was held over the weekend of 30 and 31 July. The Museum site and vehicle preparation had already begun over the previous week, with Graham Bilbé, Ian Metcalfe and Tim Stubbs busy testing trolleybuses and moving vehicles out of the depot and down to the display area which had taken on a new format this year. Brian Maguire's site team had also been working hard to prepare the Museum for the influx of visitors. On the Saturday (Preview Day) the trolleybus service consisted of Derby 172, Maidstone 56, Bradford 746 and Newcastle 501 (which is currently on short term loan to us from Beamish Open Air Museum). The visitor numbers picked up as the day wore on and Maidstone 72 was used to provide the evening "twilight" service.

Moving on to the main event on the Sunday, despite some very heavy rainfall during the night, all the service trolleybuses successfully passed the earth leakage testing. We had the very difficult task of choosing from a record number of operable trolleybuses (20), such is the pace of restoration at the Museum these days ! The trolleybus service consisted of Maidstone 56 and 72, Bradford 746 and 792, South Shields 204, Newcastle 501, Reading 113, Huddersfield 619 and Bournemouth 99. Unfortunately, London 1812 is still off the road with differential problems, but work is now in progress and hopefully 1812 should return to service later this year. The trolleybus service commenced at 10am and after a fairly slow start became very busy indeed, especially passenger loadings on Newcastle 501 and South Shields 204. One important change this year being that all trolleybus rides were free, which I am sure increased ridership. Overall, the visitor numbers appeared to be well up on the last couple of years.

The prize-giving presentations were made at 4pm by Mike Dare and Steve Harrison with the Best Service Trolleybus award going jointly between 501 and 204. The Dare Progress Cup was awarded to the Catering Team from the "Tea Trolley" - the Museum's new in-house catering facility, which was doing very brisk business. Overall an excellent event and we all look forward to 'Gathering 2006 !

Letter to the Editor

In the last *Sandtoft Scene*, Bruce Lake congratulated David Hatt on masterminding the fund-raising project for Maidstone 72. I would endorse this and add that David was well placed as organiser of the Maidstone Toy Fairs to give us excellent publicity when advertising in national periodicals.

In appreciation of his hard work we invited David and his wife to a "thank you" meal earlier this year and made a presentation to him.

But it wasn't done single handed as Bruce suggests ! A small committee comprising David and his wife, Jill, Marlene Parks (a former Maidstone Corporation Transport Department employee), Francis Whitehead and myself, who were asked to co-ordinate the fund-raising project, met regularly over a four-year period to plan fund-raising events and to oversee 72's progress.

I feel that the whole committee needs to be thanked for their efforts since Sandtoft ultimately reaps the benefit from their hard work.

Malcolm Coates
Maidstone

VEHICLE AT THE BUS STOP

The saga of Newcastle 501

Bruce Lake

I don't know who first suggested it, but after it became clear that South Shields 204 was to be ready for launch in 2005, the idea of holding a north east event was born. So what could we run along with it ? Our collection of trolleybuses from that neck of the woods is marked in its scarcity. OK, we have two ex-Darlington trolleys that Bradford bought and re-bodied, but they would hardly be recognised by visitors from the north east. We needed another northern eastern trolleybus. So what about Newcastle 501 ? It had been recently restored, rewired and repainted. Indeed, I had seen it the previous year during a visit to its home at Beamish Open Air Museum and was very impressed, even if the interior was still a bit shabby in places. Thus I was delegated to write to Beamish in the slight hope that they might lend it to us.

Rather surprisingly, the response back was fairly positive. Now, you must note that 501's presence at Beamish is rather peculiar: it is seen as a reasonable place for it, being the only museum with operating transport in the area, but, and it's a big but, the museum's designated period is generally pre-first world war. Thus no British trolleybus is really the right era (unless you could find and restore an original 1911 vehicle !). 501 is, in fact, a 1948 Sunbeam S7 with Northern Coachbuilders (of Newcastle) body - another reason for the connection with the north-east - so it is way out of period. Hence, despite a short stretch of overhead between the depot and the main entrance, 501 is not allowed to run during public opening times. It does make occasional sorties up the road out-of-hours, but this means that it doesn't really perform any useful duties, and hardly anybody sees it running except the small band of enthusiasts who look after it. To see it doing a useful job was apparently greeted with eagerness.

So, firstly the Transport Group said it was happy in principle for 501 to come to Sandtoft (even generously offering some finance towards the costs), and then the Beamish management agreed, subject to strict conditions of course. On this basis, it looked as if we would get a good north-east event. I visited Beamish again to discuss the draft loan agreement (which had been originally based on one for a steam roller !), thrash out some of the details, and try to compromise on our differences. The biggest stumbling block was to be the insurance. Just what do you value a restored, unique trolleybus at ? This became the subject of much discussion. Due mainly to their limited appeal in the marketplace, and the joint difficulties of moving and storing them, trolleybuses are not high up there in price. Indeed you can obtain an average one for a few hundred pounds, or certainly the low thousands. However,

restoring 1812 and 204 cost several tens of thousands and that was with more or less a complete bus. Beamish felt that in the event of a write-off or serious fire, for example, 501 was worth a few *hundreds* of thousands of pounds. Indeed, their trams were worth this sort of money, and I would not dispute for a moment that to rebuild 501 from nothing would cost much more than that. This was to trip us up more than once! Anyway, we finally agreed how we were going to approach this, and the agreement was signed.

Discussions followed about how to tow a trolleybus. It was decided that the best way is without the half-shafts, so that the differentials, prop shaft and motor are not turning at all. Unfortunately, this often results in the wheel bearings not receiving enough oil on a long journey, as oil splashes out of the hubs. So, some sort of covers were required. These were going to be complicated to manufacture to a good standard, so meanwhile, Beamish removed the prop shaft in case covers could not be made. In the event, they manufactured some using some suitably-sized stainless steel saucepans welded to circular plates, drilled for the hub bolts! And very nice they are too. (Incidentally, if anyone wants to "hire" these for any Sunbeam trolleybus movements and they are suitable, they will be available for a reasonable cost.)

All that was necessary now was to get a towing vehicle and move 501 to Sandtoft. Right? Wrong! Have you tried to explain to a towing contractor what a trolleybus is? A tip: don't tell them it is a bit like a tram. In fact don't even mention trams! The first thing they think of is a low-loader. And tell them it's a double decker and you're really in trouble! Low-loading a 15 foot-odd high vehicle is not really on British roads. Once in this mode, telling them it's actually just a high bus that's electrically powered doesn't wash. They're still thinking tram. And of course the price goes through the roof. I had to send photographs to one place to convince them that it could be moved like a bus. The quote I got back was still pretty high. And then tell them it's worth hundreds of thousands of pounds if they write it off, and you can actually hear them going pale, even over the phone. Fortunately, Graham Bilbé remembered the contractor we had used to get 1812 to Crich for the London event there. Now, at least they knew what I was talking about, when I found the right chap. Their quote wasn't too bad – about £400 each way, but we could spread the cost through 2005, as Beamish agreed it could stay for the whole season.

Originally the towing date was set for mid-June, but when our first contractor backed out, we had to re-arrange for 20 July using our Crich contractor. Even this didn't go smoothly, as they had a problem with their tow-truck on the day and were 5 hours late arriving. Steve Harrison, who kindly went up to meet the truck and act as a "banking car" (to travel behind the trolleybus with a flashing orange beacon) on the journey down from Durham, got plenty of time to tour Beamish and ride on the trams! Anyway, to cut a long story short, the journey to Sandtoft was fortunately uneventful and took about 4 hours, 501 arriving in the early evening.



Newcastle 501 seen passing Maidstone 72 during a test run on the Friday before 'Gathering.

Both vehicles have 7'6" wide Sunbeam chassis and carry Northern Coachbuilders bodywork - 72 is a 56-seat Sunbeam W4 and originally entered service during April 1947, whilst 501, a Sunbeam S7, has 70 seats and entered service some 17 months later, on 1 September 1948.

Photo: Francis Whitehead

Of course, all the delays meant we were now perilously close to the 'Gathering! Fortunately, Ian Metcalfe put some effort into replacing the half shafts and the prop shaft and 501 was given a short test run on 24 July. Graham Bilbé's "working week" before the 'Gathering was put to good use and 501 was thoroughly examined, various faults fixed and passed out ready for the 'Gathering. And very nice 501 is too! A big yellow/orange (depends on the lighting conditions) 6-wheel (what else?) well-restored trolleybus that hasn't really seen much of the light of day for many a year, operating flawlessly at the Museum is a sight to behold. If you haven't seen it and ridden on it yet, 501 will probably only be operating on the 6-wheel Weekend and St. Leger Sunday before it goes back "up north"!

DEPARTMENTAL NEWS The Sunbeam Cycle Shop

Cycle Days at Sandtoft and "The Classic 25"

After the York Rally this year I took it on my shoulders to organise the "Classic 25" as there was the ideal opportunity to hold this on Geoff Warnes' Vintage Cycle Days to be held at the Trolleybus Museum at Sandtoft. I made a trip over to the Museum on the Friday to drop off three bikes as I could not make the Saturday, but by all accounts Saturday went well.

Sunday dawned bright and sunny. I made my way to Sandtoft, stopping at the local car boot sale - you never know what you can find at these sales, but today nothing took my eye. On my arrival at Sandtoft I thought the gates were

still locked but noticed that they were just pulled-to. After unloading a further three bikes and a trike I was met by Geoff Warnes and Alan Wray, who had spent the night at Sandtoft (camping), and by another couple who were not members, but took an interest in the cycles on display. I even managed to get the guy (Len Liechti) to ride one of my bikes in the Classic 25 later in the day!

Eleven o'clock came and twelve riders lined up for the start photo and then we set off. Turning left outside the Museum, we headed towards Belton at the start of the Belton to Epworth cycle path, then on to Derrythorpe where we turned right and followed the road that runs alongside the River Trent. At Oweston Ferry we had a short stop as Len, who had not ridden a fixed gear bike had a bit of numb bum, after a short break he was OK; he and I then made our way to Epworth, where we met up with the rest of the riders at the Red Lion. Photos were taken and beer was consumed. On leaving the pub, the whole group made its way back to Sandtoft. Twenty-plus miles were completed and one of the riders did do twenty-five but he took the wrong exit at the last roundabout (Good on you Tommy!). Back at the Trolleybus Museum, members mingled with the public and talked about bikes. Every so often we rode various machines around the Museum. All had a good weekend and let's hope more will turn out next year if Geoff holds it again. Following are some of the cycles that were at the event:

Buckley Brothers - 1938 Sun Manxman - c.1948 Ellis Briggs Special - 1950
George Fitt Tricycle - 1950 Hetchins Magnam Opus - 1951 Claud Buttler - 1952
Holdsworth - 1965 Coinage - 1984 Hetchins - 1987
Girdler Low Profile - 1988 Hetchins - 1990
Raleigh with a ASC fixed 3-speed hub - 1950s

Members also bought other machines for display and demonstration which ranged from a copy of a 1930s Velocino to a modern home-build Bentech recumbent.

From in the Traffic Office

Dave Shepherd
Newly introduced to the traffic office is a record book: this is to keep a record of day-to-day happenings within the traffic department. It is in your own interest to ensure that when you drive trolleybuses, or conduct, you record it in the book. Currently records are only made of service crews, derived from the conductors' waybills. However, if, for example, during a one-year period you only drive trolleybuses for maintenance and testing purposes, the current system will not recognise you as a driver and you would be asked to take a refresher course even though you could have actually done more miles than some service drivers who attend on a more casual basis.

As a reminder, trolleybus drivers need to have driven at least once during a one-year period and conductors need to have completed at least one conducting duty during a two-year period, or a refresher course will be required. So if you do any work involving trolleybus movement, including testing - make a note in the book please.

About the Workshop

Ian Metcalfe
The workshop and its facilities are always in demand. To assist us in ensuring that it is available for you when you want to use it, would you please give at least one week's notice when booking its use. To book, please contact me at the Museum or on (mobile) 07780 865656 or (email) imeicalfe32@aol.com. Alternatively, contact Ian Wilson at the Museum or on 01302 811541 or (email) ianwilson@sandtoft.org

The pit in the workshop has now been completely cleaned and Janet Metcalfe has painted the walls inside. After using the pit would you ensure that it is left in a clean and tidy condition for the next person to use it. Thank you.

Membership News

David Needham
We welcome the following new members who have joined us since the last Sandtoft Scene:

Alexander and Lynn Fox	Trish Harrison	James Looms
Ian MacDonald	Stuart Morant	Russell Sibley
Tom Storah	J.G. Virco	Ainsley Wells
Garry Wilkinson		

Please check your membership card - if it is out of date and you do wish to remain a member contact me via the Editor's address (see page 2). Remember, if you do not have a current membership card you will not be eligible to attend the AGM.

2005 - DATES FOR YOUR DIARY

- **Saturday, 15 October** - Mid-October Trolleyday, and
- **Sunday, 16* October** - Trolleyday & St Leger Rally, with parades and many visiting historic vehicles on display
Trolleybuses in service over the weekend - Limoges 5, Derby 172, and Bradford 746 & 834, Newcastle 501
- **Saturday 12 November** - AGM (1.30pm), followed by an informal forum - discussions about the Museum (any topic you wish to discuss)
- **Sunday 13* November** - Twilight Trolleyday featuring twilight trolleybus operation
Trolleybuses in service - Derby 172, Bradford 834, London 1812 (subject to work on the differentials being completed in time)
- **Saturday and Sunday 19 & 20 November** - Model Tram Exhibition at Beeston Nottingham (see item on page 24).
- **Saturday & Sunday, 10 & 11 December** - Santa Special (open 11am - 4pm) with Father Christmas in attendance
Trolleybuses in service - Porto 140, Bradford 834

* denotes FREE bus service on these days, departing 12.30 from West Street Doncaster (near Railway Station). Return trip departs Sandtoft at 4pm (approx. 30 minute journey time)

OTHER MUSEUM NEWS

Carlton Colville

James Race

With the completion of the restoration of Blackpool no.11, a single deck Martin VAMBAC tramcar (which for those who are interested stands for Variable Multi-notch Braking and Acceleration Control) towards the end of 2004, it was launched into public service at Easter after a short ceremony. The museum restoration team have now set their sights on a very rare Pennine Coachcraft-bodied AEC Reliance, AEX 85 B, which started life with Great Yarmouth Corporation, but owes its survival first to finding further service with Lowestoft Corporation for a number of years and then as a staff bus for Shell UK, ferrying workers from Lowestoft Station to the offices a mile away. Finally retired, it became a café and rest room for a Gorleston company from where it was rescued in a dilapidated state. Restoration has now commenced and it will be finished in original Great Yarmouth blue livery.

On the trolleybus side, Bournemouth 202 (the open-topper) has seen regular use this year on dry weekends and is very popular with the public and enthusiasts alike. It really is an amazing experience riding at the rear on the top deck watching the booms travel through the frogs and points. Portsmouth 313 has become mobile for the first time in many years and has completed test runs but still needs plenty of work before it can run in service. Belfast 246 has returned from its jaunts at the Black Country Museum, where the hydraulic brakes were finally repaired prior to a stint in service. Since its return it has run during open days on several occasions.

MODEL TRAM EXHIBITION

The East Midlands Group of the Tramway and Light Railway Society are holding a Model Tram Exhibition on Saturday and Sunday, 19 and 20 November 2005, between 10am and 4pm (both days), in the 6th Beeston Scout HQ, Middle Street, Beeston, Nottingham; admission fee £1 Adults 50p Children. Free parking is available in the multi-storey car park across the road on Saturday and 100 yards away in Foster Avenue on Sunday. The bus station is next to the multi-storey car park and the railway station is half a mile away. There will be eight working model tramway layouts and one working model trolleybus layout, including: Cronenberg - an Ehiem and Brawa HO Scale trolleybus layout that depicts the Market Place section of the system with routes leading to Solingen, the German town that has operated trolleybuses for over 50 years. The layout also includes a working fairground in the Market Place area and trolleybus depot. The Interurbania Traction is a circular 0-gauge layout that shows interurban tramcars running between two towns in America, during the 1930s. Chestfield Junction is an 0-gauge layout that displays a tramway junction in this country during the 1920s. David Gould's Birmingham and Black Country Tramways ³/₄inch to a foot scale layout: the layout is 24 feet long and represents the Birmingham and Black Country Tramway gauge of 3 feet 6 inches. On Sunday 20 November, between 11am and 3pm during the exhibition, there will be free rides on a Nottingham City Transport articulated bus from Middle Street, Beeston.