

SANDTOFT SCENE

ISSUE NO. 60

JANUARY 2006

THE JOURNAL OF
THE TROLLEYBUS MUSEUM
AT SANDTOFT





The Trolleybus Museum at Sandtoft

SANDTOFT TRANSPORT CENTRE LIMITED

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Contributions and comments (for publication or otherwise) are always welcomed by the Editor.

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FRONT COVER PICTURE:

Mike and Beryl at Sandtoft - Easter 2005.

Photo- Graham Bilbé

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



Like so many other people who knew him, Mike Dare was always there to encourage and assist both Bernice and myself during the many years we knew him and it is fitting that this edition of Sandtoft Scene contains many tributes to him. Perhaps the best way to remember Mike is for us to ensure that the Museum at Sandtoft continues to improve and bring enjoyment to people whether they are visitors, volunteers or members: after all, as he often said, the Museum is all about people.

In this edition's *The Route to Sandtoft*, Mike, in the last article he ever sent to me, starts to relive the very early days of Sandtoft which was intertwined with Reading trolleybus no.113. Unfortunately, he did not give me the full story about the start of the Museum, but I have included some information from our website that gives an insight into the formation of the Museum. As always I am asking you, the readers who were involved at Reading with the concept and planning that led to Sandtoft to add to the story.

We also remember in this edition, another well known member of the Museum who was often seen on open days - John Thimbleby - who past away on 31 October 2005. Both Mike and John will be sadly missed.

Also included are updates on many of the regular *Sandtoft Scene* features: the vehicle at the *Bus Stop* this time is Bradford 746, whilst we also meet a new Board member, Aiden Proctor, who has been behind the scenes for many years and is well known by all visitors to the Museum. I am sure he will be a great asset to the Board.

As my third edition of *Sandtoft Scene* goes to print, may I thank everybody who has contributed to any or all of the editions for their time and effort: they have really done an excellent job, but please, if you have something of interest to do with transport of any type please let me know - *Scene* readers will be interested to learn of your experiences.

And finally I hope you had a wonderful Christmas and may I wish you a happy and peaceful New Year.

David Needham

MIKE DARE

AN INSPIRATIONAL CHARACTER

Graham Bilbé (Reading)

I guess I started to know Mike when I joined the old Reading Transport Society in late 1970: by then the battle to keep trolleybuses in Reading - in which Mike was a major player - had already been fought and sadly lost, and trolleybuses were rapidly dying out elsewhere around the country. During the '60s the RTS, led by Mike, had saved a very significant collection of historic vehicles for

posterity, and the Sandtoft site had already been purchased by Mike and his mother to provide a home for them. I had no involvement in the story thus far – I was just a 14-year-old with a love of steam engines and a big hole in my world where the trolleybuses used to run outside our front door..... As a schoolteacher, Mike was good at spotting talent (in more ways than one !) and he very quickly collared Mark Hamlin and myself to become "Junior" members on the BTS committee (from April 1971). Mike always recognised the need to encourage youngsters to get involved and I know that he would have been especially pleased to see Aiden Proctor elected to the Sandtoft Board at the recent AGM.

Mike always burned the candle at both ends – a bit in the middle at times – and was always a smoker (at least for as long as I can recall). Back in the '70s, apart from his teaching work and Society activities, he drove buses and coaches for not one but two local operators around Reading. He was an expert at "time management", cramming a lot into his days (and nights sometimes !). A classic Mike Dare letter would be neatly hand-written, brief and to-the-point: many were penned by him for BTS or Sandtoft whilst on driving duty, waiting time at Didcot Station or wherever, not to mention the schoolbooks he must have marked in the wilds of Oxfordshire, often at dead of night ! Much of what he earned coach driving was ploughed back into Westgate, his own collection of vehicles, or into BTS or Sandtoft projects. Another advantage was being able to hire coaches at staff rates for BTS trips – I particularly recall them to Carlton Colville (1972), Liverpool - for the Isle of Man (1974), and many trips to Sandtoft from Reading with either Smith's or Chiltern Queen's coaches.

About 12 years ago, Mike suffered some quite serious ill-health and I think this made him realise that if he was ever to see the likes of Reading 113 and South Shields 204 run in preservation, he needed to do something about it. Once he had recovered sufficiently, he set to the task with a vengeance, working through 113, London 1812, Bournemouth 99, Liège 425 and most recently 204, driving each project forward in turn with seemingly unstoppable enthusiasm. At the same time he frequently assisted Sandtoft with new projects and developments, and always took an active interest in what was going on. Having talked to a few people who knew Mike in school, he was clearly just as enthusiastic and inspirational in his work, and many children must have benefited from the experience. We often overhear Sandtoft visitors who evidently don't appreciate the difference between a tram and a trolleybus: but I am sure there are at least two generations in West Reading that are in no doubt!

His next BTS project was to be bringing Cardiff 203 up to scratch, and the BTS committee will be looking at how we shall aim to continue as Mike had intended. The Sandtoft Board will also be considering how Mike's incalculable contribution to Trolleybus Preservation nationally should be marked:

suggestions will be welcomed, but my thought is that as and when we have a new display hall at Sandtoft – which must surely come in course of time – it should be named after him.

Mike was seemingly ever-present at Sandtoft, one of his buses parked up in the corner being the hall-mark that he was "on site". Sometimes he could be difficult, sometimes impatient when things were delayed: sometimes headstrong and determined, especially in the early days. But he also had those difficult-to-define leadership qualities that inspire others and make things happen. Invariably supported by his long-suffering wife, Beryl, Mike was one of life's great achievers. His guidance and humour will be greatly missed at Sandtoft, but I am in no doubt that his spirit will remain with us for as long as the Museum exists. It is now up to all of us to ensure that Sandtoft does continue - hopefully in the way that Mike would have wanted.

PIONEER

David Kaye (Louth)

In 1967 I moved from my home town of Worthing to take up a post at the ill-fated Stoke Rochford Hall near Grantham. This brought me within visiting distance of two amazing men. The first ran a tobacconist in The Stonebow, Lincoln, and in the garden of his house at Ingham had a rather long and tall garage which housed a preserved Leyland TD7 ! His name was Vince Letell, and he was the driving force behind the project to create a Lincolnshire Road Transport Museum in Walsby Road, Lincoln.

The second Pioneer was Mike Dare, who showed me round his Westgate Trolleybus Museum in a redundant Methodist Chapel at Belton. As we squeezed between the towering trolleybuses, he told me of his vision of a working trolleybus museum on part of the disused RAF Sandtoft base. Over the years his knowledge of this form of transport has helped me tremendously in my writings.

The last time I saw Mike was on May Day 2005, when he chatted with me in Bournemouth 99 before taking my son, Edwin, his partner, Shirley and myself for a ride in the vehicle that I had known since 1936 !

In his memory, may I make a humble suggestion that the extension of the overhead should be called "Mike Dare Boulevard" ?

LEADER OF TROLLEYBUS PRESERVATION

Geoff Welburn (Leeds)

I first met Mike during a very cold Easter in 1981. We had never been to the Museum before. Mike was the driver of a Maidstone trolleybus, which we had just ridden on. Mike spoke to us whilst we were in the café and said "I bet you will not be coming to this cold place again !" In fact, I remember Mike saying something similar again earlier this year (2005) - with a smile, of course !

Mike always took the time to thank everyone for their efforts: he had that ability of making you feel wanted and appreciated. We all have a lot to thank Mike

for, creating such a lasting tribute to the trolleybus - the Trolleybus Museum at Sandtoft. His friendly personality, leadership qualities, the time and great effort he continuously contributed will be very sadly missed by everyone who had met him. In my mind, Mike was "The Leader of Trolleybus Preservation". I was so pleased to have known Mike.

MY MATE MIKE

Peter Crisp (London)
I feel very honoured and privileged to have known Mike Dare. Although it was only for a short time - about six years - we became great mates.

Mike would make comments to me about the lack of 'trolleys' in the capital. I would retort by saying that the little-known backwater called Reading could not boast any sort of public transport whatsoever. We had brilliant times having a go at each other. This I will miss, as will I miss the great man himself.

A LIFE WORTH CELEBRATING

Tony Peart (Doncaster)
I first met Mike Dare in the early 1960s at the home of the late Les Flint. We were discussing the preservation of Doncaster's last trolleybus, so that narrows down the date somewhat. From that time onwards, Mike and I became firm friends, though, on reflection, it is altogether remarkable that he even deigned to speak to me, as our respective outlooks were so different in so many respects.

While Mike adored trolleybuses, I have always been comparatively immune to their charms, regarding these quaint and rather boring hybrids as suitable objects for scorn and derision, the legacy of my having the misfortune to live on a trolleybus route that was served by the same six vehicles, day in and day out, week after week and month after month, for year after year. Other people had the luck to live on routes operated by some of the most charismatic motorbuses imaginable. Politically, Mike and I were poles apart and, very prudently, we generally avoided political comment or discussion. Then too, he was devoted to football, which was a sport that I anathematised. Despite our differences we had a great deal in common, quite apart from our chosen profession. Both of us had brought into being museums of national significance and we both loved buses, particularly those emanating from Southall. We shared a strong sense of the ridiculous and enjoyed lots of little "in" jokes together. Mention of "men in macs" would send us both into fits of giggles.

I respected Mike enormously and regarded him as one of the few true visionaries that it has ever been my good fortune to know. He could, of course, be very persuasive and on more than one occasion I had reason to regret giving in to his blandishments. One such was when our Haxey Junction operation closed down and Sandtoft gave a home to first one and then both of my own much loved AECs. I felt that I owed Sandtoft something and when Mike invited me to become Company Secretary,

against my better judgement I

acceded to his request. I did not particularly enjoy the succeeding two years, as life at the Museum was bedevilled by domestic politics and wrangling and by the personality clashes that have for so long been the bane of this Museum and so many others. Those experiences nearly twenty years ago made me determined to take a back seat in the future, a policy that I have adhered to rigorously, but then, to the manifest incomprehension of some of Sandtoft's officers, the Museum never was my hobby, but rather Doncaster 122 and York Pullman 64, which just happened to live there.

I much enjoyed trips out with Mike, most often on RM 529, and was greatly honoured when, from time to time, he allowed me to drive his buses. Naturally enough I particularly enjoyed being behind the wheel of Reading 98. I looked forward to the times when Mike and Beryl were coming up to stay at Westgate and shall always be grateful for the warmest of welcomes that invariably awaited me at the chapel, where we were wont to chat and chat, our conversation being punctuated by squeaks from the guinea pigs that were usually also in residence. I shall miss this remarkable man in so many ways. I loved to eavesdrop on his depot tours, which were so instructive and informative and yet so very, very funny. I marvelled at the instant rapport he established with visiting school parties and often thought that he could only have been an inspirational teacher. It was a joy to see the obvious delight he felt in being at Sandtoft and from driving the trolleybuses at his Museum. How infectious too was his happiness at Sandtoft's achievements: the launch of a newly-restored trolleybus or the runaway success of the Museum's splendid café!

It has rightly been said of Mike Dare that he was larger than life. I remember that gifted photographer Professor Peter Durham saying to me when he had just met Mike for the first time "What a character!" Yes, he was a character, but he was also a man of action, tireless in working for all that he held dear, and a true and loyal friend. All of us at Sandtoft are the poorer for his loss but we are also privileged to have known him and to be part of that dream which he brought to life and which is The Trolleybus Museum at Sandtoft. His indeed was a life worth celebrating.

THANKS MIKE

Brian Maguire, (Belton)

When asked how best to remember Mike Dare I will remember him as we so often saw him. In the days before any operational event, Mike would walk round the corner of the prefab with a large box of tea bags and a packet of plain chocolate digestive biscuits: "For the lads" he would say. "I thought I might find you all drinking tea" was usually the cry, as we always seemed to be when he arrived. More often than not he would have a story to relay, with Beryl sitting shaking her head in the background.

MIKE DARE

The one that sticks in my mind was his explanation one day why he had arrived "a bit late". Apologising, he said he had called at the supermarket to buy some more hair shampoo, as he had run out. Despite scouring the shelves he could not find his favourite brand, so asked an assistant for help. She was also unable to find the brand and then dispatched a junior to check in the stock room. By now Mike was confused, so he returned home and looked in the dustbin for the old bottle, which he found at the bottom of the bin. Dashing back to the supermarket, he confronted the assistant and confessed that the shampoo he had called ZINL was in fact 2 in 1.

This is the Mike I will remember, with memories going back to the beginning of the Sandtoft museum - like when Graham Rhodes and myself took Douglas 52 (which Graham owned at the time) down to Reading for Mike and Beryl's wedding. So many good memories - you could write a book. Thanks Mike!

JOHN THIMBLEBY

In the sudden and unexpected death of John Thimbleby Sandtoft has lost one of its great characters. John died on 31 October 2005, aged 70.

John Thimbleby's love of road and rail transport dated from a very early age and he conceived a great affection for the profoundly impressive but ultimately unsuccessful Leyland Titanic 6-wheeled double-deckers that worked his local routes when he was a young boy. These vehicles became a lifelong obsession with him and he was wont to buttonhole complete strangers and tell them all about the wonders of Doncaster's Titanics. He was a very early member of DO&LRS, and of Sandtoft Transport Centre, and he was a familiar figure at the Museum, for which he did a great deal of unobtrusive work over the years, particularly in selling 'Gathering programmes and zealously distributing Sandtoft rally entry forms all over the country.

John did not have transport of his own and therefore made extensive use of the Doncaster free bus service over the years, often acting as its conductor, though he was known to nod off occasionally in the performance of his duties. After their initial fright, regular passengers soon became used to his stentorian bellow "Hol' tight, please!". John was invariably a participant in the varied tours and excursions organised by DO&LRS and when the writer's two AEC Regent 11s moved to Sandtoft in the mid 1980's he adopted them wholeheartedly and henceforth travelled thousands of miles on one or other of them to rallies all over the country. His keenness was such that he would sometimes book digs in some far-away place so that he could come along for a two-day event. He would usually have a stock of 'Gathering entry forms with him, or those for Yorkshire Day, to distribute to vehicle owners, and very much enjoyed talking to such people. He was very reliable and also displayed a really admirable loyalty both to his friends and to those several institutions of which he was a member.

John could be stubborn and was sometimes exasperating, but essentially he

was a good, kind and decent man, whose excellent qualities shone through his somewhat crusty exterior. When DO&LRS buses worked on the services provided for local agricultural shows, he would occasionally act as conductor/guard and was apt to terrify any children who might be travelling on the top-deck of Daimler 206! In recent years he had become quite adventurous and his summer holiday was spent in Germany or Austria. He greatly enjoyed these foreign journeys, though one would have loved to be a fly on the wall: it can only have been an up-to-date version of Monsieur Hulot's Holiday. He had also become a working member on the Thorne Park Miniature Railway, where he would drive the battery locomotives or do a bit of guarding. He will be very much missed in this sphere and, fittingly, a memorial train was run in commemoration of the services he rendered to the railway.

At Sandtoft, as at Thorne, he will be very much missed and his passing will leave a very big gap in the writer's life, for rallies will not be the same without John's presence, even if he had been forbidden ever to blow his conductor's whistle again, lest a catastrophe should ensue. He leaves behind a precious store of memories: of John stolidly chomping his way through one of those vile iced frogs that were once a ghastly feature of DO&LRS Christmas meetings; or John messily consuming one of those huge ice creams that he loved so much, and getting it up his nose and all over his face; then there was his unwitting total destruction of a caterer's plastic chair at the Walsall Arboretum and the amusing spectacle of John permanently wired for sound when, very late in life, he discovered the delights of the Walkman!

Looking back, it gives me much pleasure to think that, by enabling him to travel so extensively in 64 and 122, I was instrumental in bringing him much enjoyment and interest. He certainly seized the opportunity with a will.

Tony Peart

AROUND THE BOARD

Steve Harrison - Chairman

MISTLETOE AND WINE - Our AGM this year was patronised a little better than in previous years. This was pleasing, as it shows that the membership has something to say and that members are seeking some involvement in



John driving his favourite locomotive "John L Stokes" at Thorne Park

Photo R.N. Ashton

influencing decisions and the running of the Museum. The present Board has always encouraged this and no doubt other Board reports will reflect this.

For those not at the AGM, Mike Dare's passing was given the accolade it deserved and I proposed a toast to his work and dedication to the Museum, and to his vision of what the Museum is to become - and will become. The toast was a celebration of his life. Mike would not have wanted anyone to mourn forever his loss, I am sure he is up there encouraging us in his own inimitable style, saying "Right, let's get on with it then!". It has filled me with even more determination that his dreams will be fulfilled and I intend to achieve this sooner rather than later.

The Board has had an influx of new blood and a little shake-up. This I feel will be the catalyst to us "getting on with the job" with greater gusto and urgency. We have had an exceptional year operational-wise, and many new milestones laid. There is no going back, no change of heart, just the desire to improve the Museum in general and hence, the visitor experience.

We are regarded as the fore-runner in trolleybus museum circles. You only have to read various publications to realise this. We have a responsibility to ensure that what we set out to achieve is brought to bear. With the feel I have had from you, the membership, over the last few years, I and the Board know that we can now go on and achieve the dreams we all have had and make Sandtoft prosper. I thank you all for you dedicated support over the last remarkable year, and let us continue the present drive that we have. For next year at this time I promise we will have added another chapter to the Sandtoft story.

Enjoy the festivities, love each other under the mistletoe and drink the wine to a job well done. A Very Happy New Year to you all!

Bruce Lake – Secretary

The Company's AGM took place on 12 November 2005, and was graced by a healthy turnout of members this year.

The Chairman, Steve Harrison, echoed the thoughts in the room over the shock passing of Mike Dare, a great loss to us all. Steve had prepared a surprise toast to Mike, which was taken by all present. He said that the whole Museum was a memorial to Mike, but that there would be specific provision of a lasting memorial at a later date. He went on to describe the achievements of the year, and how much progress had been made in various quarters, and that the future of the Museum was very bright.

The Financial Director, Francis Whitehead, showed a Power Point presentation of the financial results for the financial year ending 31 January 2005. This brought home in a very demonstrable fashion just how the Museum's income and expenditure were distributed. Both the café and the shop had contributed significant income this year, and the café income would increase still further, as 2005's income was not included in the figures under review. The shop income had increased substantially during the year, helped

in some part by the introduction of credit card sales.

The Company's accounts for the financial year ended 31 January 2005 were distributed to members who attended the AGM on 12 November 2005: if any member who was not at the AGM would like a copy of the accounts, they should send a large SAE with their request to Francis Whitehead at the Museum address (see page 2).

For the first time in some years, there were more nominations to the Board posts than there were positions available – there was only one nomination for Financial Director, which was Francis Whitehead, so his re-election was passed by the meeting, but there were four nominations for the two posts of Ordinary Director. These were the re-standing directors Brian Maguire and Chris Proctor, but there were also additional nominations of Aiden Proctor and Andrew Pearson. Following the Company rules, a secret ballot was held where members were asked to choose two candidates from the list of four. The result was extremely close, with only 5 votes separating the top from the bottom. The results were (after a re-count and double-check by our adjudicators David Shepherd and David Needham), Chris Proctor: - 20, Brian Maguire - 16, Aiden Proctor - 19, Andrew Pearson - 15. Therefore Chris Proctor and Aiden Proctor were formally elected to the two available posts.

However, at an earlier Board Meeting, because of the interest in participating, the Board had decided to increase their numbers by one, back to the 8 allowed under the Articles of Association. Because this had only been decided shortly before the AGM, and not announced to the members in the Notice of AGM, this could not be voted on by the membership. The Board has, however, powers to co-opt at any time, with the co-opted member being required to stand at the next available general meeting. It was therefore decided to invite Brian Maguire to be co-opted on to the Board, as the person with the next highest vote at the meeting. This left Andrew Pearson, a relatively new member, without a post: Andrew has much expertise in running businesses and has successfully applied for many thousands of pounds-worth of grants. The Board felt that this experience would be invaluable in achieving the expansion plans that it currently has, and therefore it was decided to appoint Andrew as Funding Advisor to the Board.

Finally the meeting agreed to the proposed membership fee increases (from April 2006) to £12 (£10.50 for those joining via the Contributing Societies and £7.50 for additional family members).

It is anticipated that the enlarged Board, with additional Officers working along with it, will culminate in the Company's ambitious expansion plans coming to fruition.

Chris Proctor – Operations

The weather has been unusually kind to us during 2005, the St. Leger Rally and Twilight events being no exception, resulting in a significant increase in visitors to both events. For those who like the statistics, that's a 25.3%

increase for the St. Leger event compared with 2004 and a 63.5% increase for the Twilight event. Gathering visitor numbers were up by around 28%. Overall for the year, comparing equivalent events for 2004 and 2005 we are 2.8% down on visitors. However, when taking into account the additional events for both years, the total visitor numbers for 2005 are 19.8% up on 2004 - an excellent result. Thank you to all who have contributed to this success.

For next year, the season starts at Easter once again, with a Morris Minor Rally (to be confirmed) on the Sunday. Easter is 15 to 17 April.

The May Day Bank Holiday weekend (29/ 30 April/ 1 May) will have a Northeast theme, made possible by the extended visit of Newcastle 501. We hope to re-create - if not better - the similar event held in August 2005 and there should be some visiting motorbuses from the Northeast.

Spring Bank Holiday Weekend (27 - 29 May) will be a special Reading Weekend with 5 Reading trolleybuses scheduled to be in operation plus many visiting motor buses from Reading.

For 2006, there will be some changes to the way in which we control and record visitor numbers and the trolleybus rides that they take whilst they are enjoying their visit to the Museum. As part of this change, members will no longer be able to use their membership cards when riding on trolleybuses: all visiting members will have to show their current membership card at the reception desk on arrival, where a free Member's Day Pass will be issued. This pass should be shown to the conductor when riding on the trolleybuses. I thank all members in advance for their co-operation.

We are still seeking active volunteers to help us staff the open days and for 2006 we would particularly like to hear from anyone who would be interested in helping out in the *Trolleyshop*, or on the Reception Desk. Full training will be given and both jobs provide an excellent opportunity to interact with the visiting public.

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 07901 844804 (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.

Ian Wilson - Vehicles

St. Leger Rally (16 October): This year the weather was kind to us and at 10.00am it was warmer than at the same time on 'Gathering morning in July! There was a large entry of cars this year: these were accommodated on the centre grass. A good selection of old and new buses were entered, with a

particularly large contingent from First South Yorkshire; these ranged from a Leyland PD3 to an Optare Solo.

The Isle Tours and Doncaster services were covered by Sandtoft vehicles Doncaster 22 & 55, Felix 41 & Sheffield 754 and with help from visiting vehicles. The various cavalcades were ably organised by Ian Jones and made Sandtoft Square very busy at times. The only down side to this was that most of the cars were very reluctant to take part.

Aiden Proctor

As the new member of the Board I've been asked to introduce myself. It seems strange for me to do this since there are people reading this who have known me since I was just a troublesome tot running around the Museum! I was introduced to the Museum through my father, Chris, who is the Museum Operations Director, when I was just a baby and I've been coming along ever since.

On Trolleydays now I tend to be found behind the reception desk or in the *Trolleyshop* but I have been known to get my hands dirty on occasions! When I'm not at the Museum I can be found behind my Principal Contractor, working on the Museum website and answering all the enquiries which come through.

I've been on the DO&LRS committee for seven years now where I organise social meetings and excursions. I am also partly responsible for organising the popular St. Leger Rally event. At the time of writing, my role on the Board has not been decided but I will continue to manage the Museum website and help run the shop on open days.

Brian Maguire - Infrastructure

Site Work: With the completion of the roof, the *Pelham Building*, it is now water-tight, including where the chimney will eventually go through. This will enable us to work inside - in fact all the walls are now boarded. Work on sanding and preparing the woodwork continues slowly.

Other site work has been marred by illness of nearly all the team involved, so let's hope 2006 sees an improvement. Work on tree pruning and ditch clearing has started and the site caravan closed down for winter.

THE ROUTE TO SANDTOFT

Our journey on the road to Sandtoft starts back in April 1961, when a 23-year old schoolteacher decided he wanted to see one of his home town's pre-war trolleybuses preserved, as they were scheduled to be replaced by brand new trolleybuses. That schoolteacher was Michael Dare and the



town was Reading. Mike had discussed the idea with the General Manager and Engineer at Reading Corporation Transport, Mr William John Evans. Mr. Evans was very receptive and suggested that to try to make the idea work, Mike should write and get a letter published in the local paper asking if anyone might be interested in forming a group to buy and look after the trolleybus. The result was the formation of the Reading Transport Society and in September

1961, 113 was purchased from Reading Corporation.

In late 1968 Mike Dare's cousin, Paul Tucker (a resident of Belton), told Mike about a four-acre site at Sandtoft being for sale. The Reading Transport Society tried, but were unable, to raise sufficient money to buy and develop the site. Mike's mother, Mrs. Dorothy Dare, then agreed to purchase the land, put up a depot building and to rent it to the RTS. Again, the RTS finances were not sufficient to be sure that the entire rent could be paid in the future and other enthusiast groups were approached to explore some sort of alliance to make a trolleybus museum happen.

Agreement was reached by four groups to form a trust called the Sandtoft Transport Centre Association, which was then registered as a charity. Between the four groups and their vehicle-owning members there were sufficient vehicles needing accommodation to fill an eight-vehicle depot (seven trolleybuses and one motorbus). Accordingly, Mrs. Dare went ahead with the project, and the first vehicle, Reading trolleybus no.193, arrived in November 1969.

Almost immediately, further trolleybuses (and some diesel buses) arrived. Very quickly a colourful row of them built up alongside the depot. A 14-vehicle depot extension was built in 1972 to accommodate them. Again, trolleybuses and buses started to accumulate outside, particularly with the arrival of several trolleybuses from Bradford (which by this time had closed its trolleybus system), so a second extension (for 22 vehicles this time) was constructed in 1973. Covered space for 10 more vehicles has since been added.

Construction of trolleybus overhead wiring commenced in 1971 and was completed in stages; the first trolleybus operated from the powered overhead in 1973, the electricity being provided by a diesel-powered generator built on the back of a Scammell towing lorry owned by the Notts. & Derbys. Transport Society. The museum itself subsequently built its own generator (on the back of a Commer lorry) using an old AEC 7.7 litre bus engine coupled to a trolleybus traction motor: this generator set (rebuilt on various occasions) gave many years service, and it was not until the early 1990s that mains electricity for the trolleybuses was installed, this using a modern transformer and solid state rectifier.

The Museum first opened its gates to the public in September 1971 when the forerunner to the present annual Sandtoft Gathering was held.

THE FIRST PRIVATELY PRESERVED TROLLEYBUS

- READING 113 *Mike Dare (penned on 4 July 2005)*
Reading commenced trolleybus operation on 18 July 1936. A Sunbeam demonstrator of 1933 was purchased in 1936 and became No.1. Five further vehicles came - no.2, an AEC, no.3, a Guy, no.4, a Leyland, no.5, a Ransomes Simms & Jefferies, and no.6, a Sunbeam. All had Park Royal lowbridge bodies because of a low railway bridge in Caversham Road. Nos.1,.5 and.6 had composite bodywork and nos.2,.3 and 4 were metal-

framed. In 1938 they were re-numbered 101-106. They replaced Reading's only bogie trams, 31-36. The east to west "main line" was still operated by 1903 open-top tramcars, which had been heavily rebuilt in the 1920s. All were open top because of a low bridge in Oxford Road.

The decision was made in 1938 to replace these trams with trolleybuses. No.2 (102), the AEC, had been the most successful and so 25 new AEC trolleybuses with Park Royal highbridge metal-framed bodies were ordered. They would be numbered 107-131. The traction motor was re-positioned to make a lower vehicle, but in fact while they were in-build, the offending bridge was replaced by one of standard height.

For trolleybus operation, the tram routes were extended from Oxford Road to Tilehurst and from Wokingham Road to the *Three Tuns*. The last tram ran on 20 May 1939 and next day the new trolleybuses began their life. A new depot had been built for them. The trams were sold for £19 each, with most being burnt but a few sold on as bungalows or sheds. None have survived, although I was tempted to buy no.24 in the 1950s - I was too young !!

Four months later, war was declared. Masked headlamps were fitted, white lining added, and the blue sliding windows behind the driver were painted brown since they had no blinds. The termini were renamed to confuse the enemy and route letters were discontinued: Tilehurst became Bear Inn, Wokingham Road, Three Tuns, London Road, Liverpool Road, Caversham, Promenade and Whitley, Whit Pump. A new route opened to Kentwood in 1944, operated by six Park Royal utility Sunbeams (132-137).

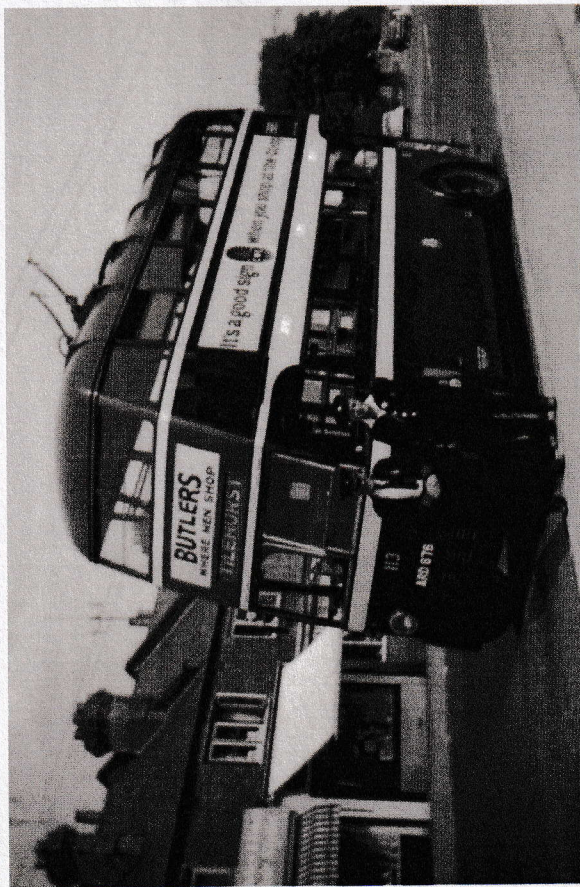
By 1945, after six years superb work, all the AECs looked tired. They were returned to pre-war state, but the brown painted windows behind the driver remained. 107-112 were put in store in 1950 as new trolleybuses 170-181 had arrived. 113 appeared in 1945 with a re-designed panel below the platform window. The bumper bar remained. All other AECs were similarly treated.

In 1952, no.126 overturned because the driver was chatting to his conductress and he hit the kerb. 126 was used for spares and 112 re-entered service. Both sliding windows in the bulkhead were replaced with fixed glass, the one behind the driver being painted brown - cheaper than fitting blinds!

Passenger loss in 1958 saw ten AECs (115-119 and 121-125) sold for scrap. By this time, six ex-Huddersfield trolleybuses of 1934 were becoming extremely troublesome, so 107-111 were brought out of store and heavily rebuilt as 112, 113 and 114 had been. 108 was simply repainted and spent the rest of its life in virtual pre-war state. Bumpers were replaced with a wooden bar, as crews had experienced little electric shocks on wet days when removing the bamboo pole. By 1960, the fourteen survivors, 107-114, 120 and 127-131, were to be replaced by twelve new Sunbeams with Burlingham bodywork of the never-popular front-entrance design. Numbered 182-193, nos.187-191 and 193 had the motors from withdrawn AECs.

Withdrawals began in 1961 and I decided one of these faithful servants should

be preserved for posterity. Should I buy a rebuilt vehicle or the pre-war state no.108 ?? Having no bodywork skills, I decided upon 113. I saw William John Evans and a price of £36, plus £8 for a repaint was agreed upon. The vehicle would be minus motor and fitted with slave tyres - tyres not good enough to be re-cut.



113 at Wokingham Road in April 1961 with former tram driver Midge Cunningham (left) The name of the other crew member is not recorded. Photo from Mike Dare's collection

I wrote an article in the local press entitled "Would you like to help restore a pre-war Reading trolleybus?". 14 gentlemen of varying ages arrived and in 2005 all are still BTS members. The original gathering called themselves the Reading Transport Society, since a pre-war AEC Regent motorbus was also sought after. (RTS became BTS in 1971). I was appointed Secretary and learnt much from my father. Social meetings were arranged and in August 1961 the first RTS News Sheet appeared. To save postage, I delivered them on my 1957 NSU Quickley motorbike!

The final Reading tour in 113 took place on 13 September 1961, and afterwards ownership passed to the new Society, but I was amazed to see 113 in service on 14 September! A quick phone call to the depot saw a hasty return!

During the afternoon of 15 September, 113 left the TV depot in Mill Lane on the end of a chain, pulled by the RCT Commer tower wagon. This, too, is now preserved and was used to erect the first overhead at Sandtoft in the 1970s. Upon arrival at Smith's Coaches, and when everyone had gone, I sat on 113 and pondered the future. A film of 113's last two days in Reading is a prize

asset. Proprietor, Alf Smith was chairman of Reading Football Club and I have been an even keener supporter and shareholder of RFC since. Alf became our Society's President and remained so until his death in 1976. Members of the new Society cared lovingly for 113 and a large tarpaulin covered the area not protected by the depot I repainted my first trolleybus interior - perhaps not so well by today's standards.



113 leaving Mill Lane depot - 15 September 1961 Photo from Mike Dare's collection

By 1965, as it was outside, 113 was looking shabby and after all the paint had been stripped, my introduction to Nitromors proved painful!! For some years we had a green 113!! The date 3 November 1968 was fixed for Reading's last trolleybus and it was planned and agreed by RCT to let 113 run in the final trolleybus procession. We couldn't get the job finished and sadly it never happened, although BUT no.144 - ten years 113's junior - performed well at the unforgettable closure.

As the seven-year-old F4A went for scrap, no.188 bequeathed its motor to 113.

Sandtoft, the Museum, was born in 1969 and 113 left Reading to journey north. Les Flint arranged for a repaint at DCT depot in Leicester Avenue. It never happened and 113 was vandalised instead, so in 1971 - the birth of the BTS - 113 moved to Sandtoft. Reading members at last applied new paint and 113 was ready to perform, just at the special November 1978 Trolleyday, to commemorate ten years of a wireless Reading. It ran in the company of 144, 181 and 193. In 1982, Steve Collins noticed rust under the paint and began a rebuild of the rear. After stripping the panels, Steve found other things to do

and 113 disappeared into the back of the depot.

By 1995, Beryl and I felt sorry for 113 - so important yet so neglected. We decided we would bear the cost of restoration ourselves and 113 was moved to Westgate. Immediately Brian Maguire started the big restoration project - stripping, re-framing in many places and gradual re-building. The seats were sent away for re-trimming in a material very similar to the original and much re-



113 at Smith's Coaches, Reading in 1965 with Derby 172 behind

Photo from Mike Dare's collection

chroming took place. The slave tyres were replaced by new. Steve Harrison and Sam carried out a complete re-wire - often during the night!

The target of 1999, when 113 would celebrate her sixtieth birthday, was fixed for completion. For once the target was achieved, when in September, 113 appeared once more in Broad Street, Reading after an absence of 48 years. The public were thrilled and hoped route 17 would be trolleybus operated once more! Reading Transport kindly housed 113 in their new depot where past and present staff were delighted to see her once more. In 1961, 113 had cost £42. In 1999, the cost of restoration was £42,000. A special launching ceremony by the President of the BTS and one-time Chairman of Reading Corporation Transport Committee, Lord Stoddart of Swindon, saw Reading 113 return back into service at Sandtoft.

In RCT service, 113 had travelled 960,000 miles, it had made a name in history by being the first trolleybus to be preserved privately, it had made

possible the forming of the Reading Transport Society, British Trolleybus Society, and had caused our trolleybus museum to be created.

We all owe this new priceless icon a great deal as she approaches her 70th birthday. 113 had experienced a life in preservation of failure followed by success, of disappointment followed by great joy; a joy to everyone who rides on her, conducts on her and drives her.

TROLLEYBUS ANNIVERSARIES

January to March

Systems Opened:

60 years since Brighton Hove & District opened on 3 March 1946.

Systems Closed

75 years since Ramsbottom closed 31 March 1931.

VEHICLES REPORT

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

Maidstone 72 has had the chassis cleaned and repainted, plus a grease all round.

Maidstone 56: The lower deck interior panels, including the rear bulkhead areas, have been removed and replaced with new.

Huddersfield 470 (Chassis) has been sanded and painted and when the weather improves the wheels will be painted. This will make for a better exhibit in the summer months.

Cleethorpes 54 has had some wheels and tyres changed.

Nottingham 466 has had a complete new cab door fitted and glazed. The destination box has been completed up to undercoat stage. Installation of the "platform" to the upper deck emergency door has been started: this panel also forms the ceiling to the platform area. All the top deck handrails are in place and the floor beadings are completed. Once extracted from the store, 466's traction motor will go away for service/ rebuild.

Nottingham 367 (affectionately known as Pregnant Polly): The lower deck has been cleared out, filling a shed with bits and pieces. One good pillar has been identified for removal as a pattern to get new ones made. These will be replaced one by one.

London 1812 apparently, despite the contractors having the old units as patterns, a part for the new differentials has been manufactured incorrectly and is to be re-manufactured, thus delaying the already late supply of the units still further.

Newcastle 501 (report from Bruce Lake): Good news is that agreement has been reached with Beamish to extend no.501's stay at Sandtoft for the 2006 season.

Rotherham 37 has all its brakes freed off and rebuilt. The new, oversize resistor bank has been fitted in place. The launch back into service of 37 is now scheduled for 11 June 2006.

St. Helens 387 (Report from Geoff Sandford): Work has continued on the

stripping and repainting of the staircase panelling which has included the usual laborious rubbing down process and treating with Kurust. The first gloss coat has now been applied but another coat has yet to be added after further rubbing down and two more undercoats to be applied before a final finish. A further check has been made on the electrical side and it appears the wiring is in good order however there is a problem with resistors which will have to be attended to.

On the upper deck, work has also commenced on the re-varnishing of the wooden window surrounds. Some have been removed, stripped down and re-varnished, whilst the opportunity has been taken to treat window supports by having the rust removed, Kurust and a coat of silver Hammerite applied. Two new front tyres have been fitted and the wheels re-painted. During this process the front hubs were removed and everything checked. Some dust was cleaned out and everything else was found to be in good order. Thanks to Ian Metcalfe and Brian Maguire for that operation.

Fund raising for 387 continues and a new video/ DVD is due to be released by On Line Videos on St. Helens and South Lanes trolleybuses to raise more funds. Profits will go directly to 387. Unfortunately, work will slow down on 387 until next March due to other commitments and family matters, but hopefully by then funds will be sufficient to carry out some more serious restoration work and the fitting of new rear tyres.

Bradford 558 (Report from Geoff Welburn): A replacement metal panel, supporting the driver's opening front windscreen has now been fitted, allowing work to continue in the cab. The wooden ceiling over the cab consisted of two layers of tongued and grooved timber: this was rotten and has been replaced with new timber. The destination blind mechanism has been positioned directly over the driver and the route number assembly to the right. Access to the destination and route number blinds was through two different sized hinged doors at the front of the inside upper deck. These have been changed around along with the division plate which was moved to its new position. While the front panel was removed an opportunity was taken to repaint the whole of the inside of the destination area white. A new front panel has been cut and will be fitted shortly.

The design of the Leyland body was such that it was made in two halves, upstairs and downstairs. The top of the downstairs section became the floor of the upper deck. The completed upper deck would be lowered on to the upper deck floor and bolted down through angle iron sections which ran the length of the sides and back. Interestingly the front section which houses the destination and route number is not bolted down at all! Running from left to right was a curved piece of timber raised about 30mm above the floor. To prevent any ingress of water a rubber pipe gasket was fitted between the raised timber and the floor. However due to manufacturing tolerances it could be clearly seen that at the drivers side, this gasket would have had very little effect in preventing water entering the area above the cab. The total length of this gap has now been panelled in aluminium.

Felix 41: The front two shock absorbers have been replaced with new ones (thanks to Andy Feather for obtaining them)

Doncaster 22 has been used to provide Wedding transport between York and Pickering (North Yorkshire Moors Railway) for Peter Marsh and his bride, Doreen. Congratulations to them both!

Sheffield 1357: A general service has been carried out with a view to no.1357 having a MOT test early next year.

London RT3323: Progress continues with the cab interior looking like new having been repainted after the old paint had been removed and some re-framing etc.; only a rebuilt heater is slowing the completion of the cab area. The cab exterior panels and door can then be fitted. Inside lower saloon trim is being stripped, some parts replaced and new side panels are in place. At present new fibre-glass window pans are being made as the old steel ones have rotted beyond repair. Many useful parts have been acquired from RT3150 at PVS's yard.

RECENT RUNNING DAYS

Stewart David

There have been a number of interesting and enjoyable events at the Museum over the past few months, beginning with the Northeast Weekend, held over 20-21 August. The trolleybus service over both days was provided by Newcastle 501, South Shields 204 and Bradford 792 (which had started life as a Darlington single decker). It had been hoped that Teeside 2 would be able to run on demonstration but unfortunately too much work was required to enable this to happen. On the Saturday a group of enthusiasts from Philadelphia paid us a visit and were very impressed with what they saw (and spent lots of money in the *Trolleyshop*!).

On the Sunday two Northeast motorbuses arrived and one was later to perform the Isle Tour, filled to capacity. A group of tram drivers from Beamish were also in attendance and one was allowed to have a drive of 204, under supervision after the Museum had closed, which was greatly appreciated.

The Six Wheel Weekend, a regular favourite, was held over 24-25 September. This weekend was regrettably greatly overshadowed by the very sad news on the Friday, of the death of Mike Dare. As a tribute to Mike, Derby172 operated a special run at 4:00pm on both days. The trolleybus service over the weekend was provided by Bournemouth 99, Huddersfield 619 and Newcastle 501. This event was as usual very well attended by visitors.

Moving on to the St. Leger Rally on Sunday 16 October, this proved, yet again to be a very busy and enjoyable event, with lots of visiting vehicles, some of which performed several cavalcades around the Museum, to the great delight of a large crowd of visitors. The trolleybuses in action included Bradford 746, Newcastle 501 and Derby 172, which were all kept busy all day. There was also a live radio broadcast courtesy of Offshore Radio and a good number of sale stands in the depot area, which were doing a brisk trade.

The final event to report on was the Twilight Running day on Sunday 13

November. This event proved popular last year and again so this time, with a good number of visitors to film and photograph the trolleybuses operating with their lights on. Unfortunately all the vehicles that were scheduled to run were off the road, so Bradford 746 and Newcastle 501 were again pressed into service along with Maidstone 72, which looked especially impressive with all her lights ablaze.

VEHICLE AT THE BUS STOP

- BRADFORD 746

Stewart David
Bradford Corporation BUT 9611T trolleybus no 746 was built in 1949 and is one of the very few preserved Bradford trolleybuses to retain its original bodywork (by Roe). One of a batch of twelve new vehicles fleet numbered 740-751, 746 entered passenger service on 4 December 1949 and on 1 January 1950 opened the new number 30 service to Bradford Moor which had been converted from a motorbus service. 746 would be based at the Saltaire depot for much of her service life.

In November 1954 she was involved in a serious accident with a Bradford Corporation motorbus while operating on the Bradford Moor route, both vehicles sustaining considerable damage and a number of passengers receiving injuries along with both drivers. As 746 was only four years old, the decision was made to repair her and she returned to passenger service for a further ten years.

In 1966 she took up a new role as a dedicated driver-training vehicle along with sister BUTs 743 and 745, these vehicles were fitted with dual controls and a cab seat for the instructor. The fleet numbers also changed with 743 becoming 062, 745 becoming 060 and 746 becoming 063. On 31 July 1971, the very last trolleybus driving test in Britain was taken using 063 (746). She was then withdrawn for preservation under the ownership of David Mitchell and over the next two years was restored to her original 1949 specification and livery involving a full internal and external repaint at Halifax Corporation's paint shops in 1973.

In 1994 Mick Leak took over ownership from David and had the traction motor removed and overhauled and considerable electrical work undertaken. In June 2000, 746 visited the Black Country Living Museum, at Dudley as part of their biennial "Trolleybuses Galore" event and was very well received by both passengers and drivers alike.

I in turn took over ownership from Mick in April 2002. 746 has recently received a full external repaint, including lining-out with gold leaf - its first repaint since 1973. Some minor bodywork repairs were also undertaken, involving the rear platform area and rear panelling renewal. A new front registration plate was manufactured and fitted and the headlight surrounds and wheel trims re-chromed, the work being carried out on site at Sandtoft by Peter Price.

746 re-entered passenger service at the Sandtoft Gathering in July 2004, looking superb and received the Best Service Trolleybus Award. When funds permit, the next task is the restoration of the driver's cab interior.

DEPARTMENTAL NEWS

WORKSHOP

Ian Metcalfe

Beside the normal movement of vehicles in and out of the workshop, we have recently had Aachen 22 in for repair and a condition report of the underside. Whilst in the workshop, the opportunity was taken for all the door air rams to be stripped, cleaned and serviced: they now work very well and I still have the black & blue wrist as evidence of the back doors closing for the first time! As can be imagined, the underneath is exceptionally dirty and is showing signs of some rusting - quite a bit of tidying up is required.

A visiting green London RF single decker has also spent some time in the workshop for various bodywork repairs and it has also had its diesel tank removed because it is leaking diesel. John Crossley and I have identified where the leaks are coming from and it has been sent off for welding.

SUNBEAM CYCLE SHOP

Alan Ray

In this era, most manufactured items are considered only worthy of being consigned to the scrap bin when broken or worn out. Consequently, most bicycles follow this path to oblivion. Enthusiasts like Geoff Warnes of the Sunbeam Cycle Shop and members of the Bygone Bykes (Yorks.) Club are dedicated to reviving ailing machines from the late 1800s to almost "yesterday".

The bike shop is not quite there and complete yet but, Geoff is working on it. Quite a number of machines are available for inspection: these include "bread and butter" (i.e. ride to work or shopping) machines and club riding and rallying bikes from the 1930s to the 1950s. Later dating machines will surely follow. Also quite important are the parts and accessories which range from heavy steel to lighter steel and eventually a grade of alloy steel for parts, (this mainly for lightweight and racing bikes). Rims, cranks, chain rings, sprockets, seat pins, handle bars, and many other items as well as brakes have all evolved to being made of very tough and hard-wearing aluminium alloy. Quite a number of frames using this material are now in use, although initially a lot of them were prone to developing a cracked tube here or there!

Most of the bikes in the shop are mass-produced, with just a sprinkling of hand-crafted examples such as the JRJ, (John Robert Jackson, of Bob Jackson fame) - it is the same firm. (*Editor's note Bob Jackson was a well-respected bike builder and a cycle shop owner in Leeds.*)

The tradesman (or delivery) bikes were made of agricultural strength materials, as speed was not of the essence, but reliability was. The Post Office bikes, though, were made a little lighter to enable the delivery to be made that day!

Then, of course, "sports" bikes were a shade lighter so that all-day or weekend (hostelling) rides were that much better to be enjoyed. The JRJ, of course, (1959s) was an all-out racing machine used for time-trialing or mass-start activities, although it was also used for fast pleasure trips and race training.

Also in the Sunbeam Shop are several items of rider clothing, mainly shoes. Someone, somewhere, will have some plus-2s or plus-4s, or jackets from the 1920s '30s and '50s: if so, could they please pass them on to us.

Geoff has amassed quite a collection of dynamos, dynamo lamps and battery-operated lights. He would, however, also like to have examples of acetylene lamps – again, if anyone has any or knows of where some are (donation or cheap to buy), please let Geoff know via the *Sandtoft Scene* editor.

The shop has attracted the attention of The Bygone Bykes (Yorks.) Club who love to attend Trolleydays, if only to talk (at length) about their machines to the visitors, many visitors having owned a bicycle at some time in their lives. The shop is still developing, so keep up the good work Geoff ! The “Bykes Club” will, we are sure, support you in your efforts.

MEMBERSHIP

We welcome the following new members who have joined us since the last edition of *Sandtoft Scene*:

Andrew Pearson	Barbara Verity	Barrie Cox	Margaret Bennett
Billy Pearson	Joan Barrow	Joe Sheard	K.W. Thompson
Daniel Pearson	Howard Jones	Richard Willis	Ronald Dexter
P.D. Newman	Glynnie Pegg	Leslie Willis	Robin Pollard
Mark Pilgrim	Adrian Holmes	Glyn Woods	Howard Kimber
David Verity	Nigel Bowden	Graham Bennett	Janet Kimber

David Needham

OTHER MUSEUMS - Carlton Colville

James Race

The AEC “Ranger” clone, Nottingham tower wagon no.803 (which was converted from a forward-control motorbus when only one year old, with its double deck body being transferred to another chassis), has, after many months in mothballs, been moved to an inspection pit. This is to determine the condition of the chassis and running gear prior to a re-start on its restoration.

Portsmouth trolleybus no.313 is progressing well with a large amount of undercoat now covering the stairs and entrance area.

Work on Great Yarmouth 85/ Lowestoft 6, the AEC “Reliance” also continues apace, having had much bodywork strengthening and new panels fitted, it has also had some expensive work on the rear differential. It is, at last, beginning to look like a bus once again. However a great deal of work is still needed and this includes the fitting of a complete interior - not a job for the faint-hearted, but the museum team are once again showing what can be done with a bus that looked at one time a write-off.

The narrow-gauge railway is having a complete facelift. The team, not just content with re-aligning the track for the back road building, are also doing many other changes which includes a re-design at Woodside Station and a complete new station at Chapel Road. The locos themselves are all getting a new coat of paint - and very smart they will look !

On the tramway, the sharp curve into the Woodland section is being re-laid, which will remove the speed restriction that has been in force for a number of seasons.

Photographs of this year’s events, for anyone who would like to see them, are on the museum’s website at www.eatm.org.uk. Also, 2006 event days will be posted on the website when they are finalised.

Trolleybuses Museum at Sandtoft

Belton Road
Sandtoft near Doncaster
North Lincolnshire DN8 5SX

The World's Largest Collection of Historic Trolleybuses

OPEN DAYS IN 2006

when trolleybuses are scheduled to be operating & giving rides to visitors

Open 11.00 am to 5.00 pm
(unless stated otherwise)

15	April	Easter Weekend Trolleyday
16 *	April	Trolleyday (& MORRIS MINOR RALLY)
17 *	April	Easter Weekend Trolleyday
29	April	May Day Bank Holiday Weekend
30 *	April	(NORTH-EAST TROLLEY WEEKEND)
1 *	May	Featuring visiting trolleybuses and buses from North East England
27	May	Spring Bank Holiday Weekend
28 *	May	(READING WEEKEND) with 5 Reading
29 *	May	Trolleybuses running & many visiting historic motorbuses from Reading
11 *	June	Mid-June Trolleyday & projected launch into service of restored Rotherham trolleybus no.37
25 *	June	End of June Trolleyday (& MG OWNERS CLUB RALLY)
9 *	July	Trolleyday (& VINTAGE CYCLE EVENT) – Featuring Vintage cycles of all shapes and sizes
29 *	July	Sandtoft Gathering Preview (open 11.00-22.00) – Real Ale Bar
30 **	July	Sandtoft Gathering 2006 (open 10.00 - 18.00) Our biggest event of the year featuring 75-100 visiting historic vehicles and a host of other attractions. Real Ale Bar
12	August	Trolleydays (& HISTORIC TRAILER
13 *	August	CARAVAN CLUB RALLY)

PTO

The Trolleybus Museum at Sandtoft

OPEN DAYS IN 2006 (Continued)

Open 11.00 am to 5.00 pm
(unless stated otherwise)

26	August	Bank Holiday Weekend
27 *	August	Trolleydays (SIX WHEEL WEEKEND)
28 *	August	Featuring three-axled trolleybuses and other six-wheeled vehicles
9	September	Trolleyday (PART OF LINCOLNSHIRE HERITAGE OPEN DAYS)
10 *	September	Trolleyday
16	September	Trolleydays (& MODEL WEEKEND)
17 *	September	Featuring model trolleybuses, trams, trains & layouts
15 *	October	Trolleyday (& ST. LEGER RALLY) with parades and many visiting historic vehicles on display
12 *	November	Twilight Trolleyday – Featuring Twilight trolleybus operation
9	December	Santa Weekend (open 11.00-16.00)
10	December	With Father Christmas in attendance
* denotes FREE bus service on these days, departing 12.30 from West Street, Doncaster (near Railway Station). Return trip departs Sandtoft at 16.00 (approx. 30 minute journey time)		
† (30 July only) denotes that the free bus service runs ½-hourly from 10.00 to 16.30		
Admission Charges for 2006:		
Trolleydays: Adult £4.50 Concession (Child/ OAP) £2.50		
Family: (2Adults + up to 4Concession) £12.00		
'Gathering': Adult £6.00 Concession (Child/ OAP)£4.00		
Santa Days: Please contact us for details		
Directions: From M180 J2, take A161 south to Belton, turn right at roundabout, then follow the road for approximately 2½ miles and the museum is on the right. Please contact us about arranging coach trip visits, party visits or educational visits (Key Stages 1 and 2 particularly catered for)		
Information: 01724 711391 Phone & Fax: 01724 711846		
Email: enquiries@sandtoft.org.uk Website: www.sandtoft.org.uk		



Sandtoft Transport Centre Limited is a registered charity (number 514382) run by volunteers and established to preserve the trolleybus as part of Britain's Transport Heritage