

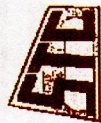
SANDTOFT

SCENE

ISSUE NO: 63 OCTOBER 2006



THE TROLLEYBUS MUSEUM
AT SANDTOFT'S MAGAZINE



The Trolleybus Museum at Sandtoft

SANDTOFT TRANSPORT CENTRE LIMITED

Registered in England No. 1747475 Registered Charity No. 514382
HM Customs & Revenue Giving Through Self Assessment Return Reference: RAQ90NG
Information Line: 01724 711391 **Fax/ Messages:** 01724 711846
Website: www.sandtoft.org **e-mail:** enquiries@sandtoft.org

Directors:

Chairman (& Safety) Steven J. Harrison stevharrison@sandtoft.org
Company Secretary C. Bruce Lake brucelake@sandtoft.org
Financial Director (& Development) Francis R. Whitehead fwhitehead@sandtoft.org
Commercial Director Aiden S Proctor webmaster@sandtoft.org
Operations Director (& Shop) Christopher N. Proctor operations@sandtoft.org
Public Relations & Liaison Graham P. Bilbé grahambilbe@sandtoft.org
Infrastructure & Maintenance Brian D. Maguire brianmaguire@sandtoft.org
Director Ian Wilson ianwilson@sandtoft.org

Correspondence should be addressed to the Director responsible for the relevant area of operation, or to the Operations Director. As necessary, letters/ emails will be forwarded to the appropriate person. A SAE for a reply is always appreciated.

© Sandtoft Transport Centre Limited, The Trolleybus Museum, Belton Road, Sandtoft, Doncaster, North Lincolnshire, DN8 5SX

Sandtoft Scene Editor:

David Needham 1, Shillbrooke Avenue, Carterton, Oxfordshire, OX18 1EQ
e-mail scene@sandtoft.org

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

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

FRONT COVER PICTURE:

Rotherham 37 passes the *Sunbeam Cycle Shop* during a service journey after its launch ceremony on Sunday, 11 June 2006
Photo: David Shepherd

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

I start with an apology - our Chairman has missed the deadline for his update. He tells me he has only one or two paragraphs left to complete but regrettably, time and tide and the *Sandtoft Scene* deadline waits for no man - oops, sorry, person, or even a Sandtoft Chairman. Hopefully we will have it next time! The deadline for the next *Sandtoft Scene* will be 20 November 2006.

In this edition you will read that whilst the NTG at Plumtree were busy purchasing trolleybuses, a group of youngsters in Huddersfield were busy sitting their GCEs, but as explained in Phil Jenkinson's article in the *Route to Sandtoft*, that was not the only thing on their minds.

It is with great sadness that we report the death, on 29 September 2006, after a long and valiant fight against illness, of Tony Peart. He was a well known and respected figure not only in our Museum at Sandtoft but also throughout the transport preservation movement. He will be very sadly missed by all.

ANNUAL GENERAL MEETING 2006

The Annual General Meeting takes place at the Museum (in the Regal) on Saturday, 11 November 2006, commencing at 1.30 pm. Eligible members will find the formal notice 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. The *Trolleyshop* will be open and, time permitting, we hope it will be possible to run a "twilight" trolleybus afterwards - and anyway, the following day (Sunday 12th) is our scheduled Twilight Trolleyday. It is important for the Museum that the AGM and the members' forum afterwards are well attended, so we look forward to seeing you all on the 11th.

AROUND THE BOARD

..... from Francis Whitehead, Financial Director:

2006 is plumbing new depths for Sandtoft: we are striving to expand our Museum, we are setting new standards for our open days, we are (through the good offices and expertise of a couple of our members) taking on "external" restoration work, we are attracting "new" vehicles (through loans, acquisitions and one returning) to our Museum and to our collection - and there are more to come, we have improved the visual impact of the Museum to visitors no end by removing off site some of our more unsightly vehicles that have regrettably had to live outside and in so doing, we have managed to put at least some of our outside vehicles into dry, secure, undercover accommodation, we have seen no less than five trolleybuses either returned to service after lengthy absences or launched into service after extensive restoration, we have witnessed the start in earnest (to the wonderment of many) of perhaps the most ambitious trolleybus restoration project yet - that of "Pregnant Polly",

alias Nottingham 67, we have attracted unprecedented levels of good publicity - particularly (but not only) in the enthusiast press (and much of it has not come from our official sources !), we are attracting record numbers of visitors to our Museum, we have had, arguably, the best 'Gathering for several years, we are continuing to improve facilities and attractions - the Pelham building is nearing completion, a new and substantial museum entrance/ admission building is being constructed from scratch, new audio-visual shows have been installed, we have a record number of operable trolleybuses and we have an electrically-operated frog in the overhead to add to the interest of our trolleybus operation. The list of things we are doing and achieving in 2006 just goes on if only Mike Dare could have seen all this. And of course, as a result of his sad passing, we also now own the freehold of our main museum site and the Westgate Trolleybus Museum, and all that that means to us and its effect on our business.

One result of all this activity inevitably ends up in my lap (or should I say, entered into my laptop?). Turnover for this year has already well exceeded last year's, but I am not complaining! In fact, I am finding it all very exciting and rewarding (sad, isn't it?) and it is something I can do for Sandtoft despite not being able to get there as often as I would like. Yes, there is a tremendous amount of extra work for me in keeping track of the various new or expanded budgets, cash flow and restraining (or trying to restrain !) spending as we endeavour to save up for that ever-so-vital land purchase, but I can see that we are making solid progress.

Our Museum Development Appeal is slowly edging towards its £90,000 target, and a huge THANK YOU to those members who have contributed or pledged money since the April edition of *Sandtoft Scene*.

The satellite view on the back page shows the present museum site and the area of land that we are wanting to purchase in this first phase of expansion. We are only edging towards our target though, with just under £5,000 (all gift aided) received so far this year together with several pledges of money. Every gift-aided £15 donation will fund around 1 square yard of the land we need and the red area indicates how much land we can actually buy as funds stand at the moment. To those who still have not chipped in, I ask "if you can possibly give us a donation - big or small - or a promise of a donation in the future, please get in touch with me".

We have been investigating other sources of funding and have met with representatives from MLA Yorkshire (formerly Yorkshire Museums Libraries and Archives Council) and North Lincolnshire Council to further this. That we are finding this fundraising a long, hard slog is, we are told, not unusual for the stage we are at (interesting but not over-helpful !) but we are informed that it should get easier (...good !).

Any surplus we make in this year's trading (I have a surplus budgeted) will be transferred to the appeal fund. John Zebedee has been beavering away, building up our tax claim against Gift Aid donations, and most of this will also go into the fund. Another initiative we have just started to follow up is to ask

vehicle sponsors and owners whether they could pay for several years' worth of vehicle accommodation "up front" in a lump sum: this could swell the fund considerably, although, of course, we need to budget accordingly in future years. This initiative (and verbal responses from owners we have sounded out already are very, very encouraging !) need not be confined to privately-owned vehicles: sponsors of society and group-owned vehicles could benefit the Museum by also making their donations to the relevant society or group "up front".

Looking at other possibilities and opportunities, I did ask in April whether anyone could make an interest-free or low-interest loan to us. I know that many organisations seek, say, five-year loans from supporters in order to finance projects, so could YOU (or anyone you might know) help Sandtoft in this way - it would cost you very little as you will get your money back, and would help us secure that land !

My next point may seem a little strange, but there are two good reasons.... If you have made, or are making, a donation of materials or equipment or the like to Sandtoft (for, say, help towards a particular project, or restoring a vehicle, etc.), then thank you very much for your generosity, but please can you instead give us the relevant receipt/ invoice (so it can be entered in our accounts), and donate, utilising gift aid, the equivalent value to us. This way, not only do we know the real cost of running the Museum/ undertaking a project/ restoring the vehicle etc., but we can recover tax and get 28% from HM Revenue and Customs of the donation you are generously making to us anyway. Remember, we can only gain that 28% if the transaction goes through our accounts - it's yet another way you can help us get that land !

The efforts that went into 'Gathering again this year deserve particular praise: so many folk (and not all of them are members) do their bit that it would be difficult to mention all their names - I would be bound to inadvertently leave someone out! Thank you to all who helped in any way for your hard work. It is a gruelling time for many, grey hairs must result for some (looking around, surely 'Gathering can't be the cause of all that grey hair, can it ?), many teeth get gritted, some tempers fray, but the weather was kind, the visitors poured in, the trolleybus service ran virtually full all day, all the programmes were sold by 2.00pm, all the ale went, and above all else, most (if not all) workers and visitors enjoyed it (the day and the ale !). From the financial point of view, we did very well: the re-jigging of the fees for the stalls, whilst presenting a few problems, overall was a success, the gate was particularly busy during the morning, we gained a fair few new members, the *Trolleyshop* did well and the *Tea Trolley Café* team worked wonders.

My portfolio is being reduced somewhat as a result of Aiden Proctor taking on the new position of Commercial Director. Aiden taking this role on is a natural progression from him being our webmaster and his close involvement over the years with his dad, Chris, and the rest of his family in the *Trolleyshop* and the admission/ reception desk.

Aiden will be addressing such matters as corporate identity, marketing,

promotions and publicity, publications, open day programming and planning, party visits, visitor numbers and improving income opportunities for the Museum. In my view, the creation of this position is an excellent move and I expect we will be seeing the results of some of Aiden's efforts very quickly.

..... from **Aiden Proctor, Commercial Director:**

Firstly, as you may have noticed, I have now been appointed as Commercial Director to the Museum. So what does this mean? Speaking in broad terms, I am now responsible for all aspects of turnover generation and corporate image. This includes taking on all the marketing work that has been carried out by our Finance Director, Francis Whitehead, for numerous years. Francis, as I'm sure you will all agree, has done an excellent job marketing our museum. The handover of this function is to be a steady process due to its complicated nature.

With the 2006 season almost over, my attentions are focusing now on our 2007 season. A list of our 2007 dates was published in the last *Sandtoft Scene* and was released to the public in the 'Gathering Programme. I have put the list on our website and also included it again here:

7 - 9 April 2007	Easter Trolleydays
5 - 7 May 2007	European Weekend
26 - 28 May 2007	Southern Weekend
10 June 2007	Trolleyday
24 June 2007	Trolleyday
8 July 2007	Trolleyday featuring vintage bicycle rally
28 July 2007	'Gathering Preview
29 July 2007	Sandtoft Gathering 2007
11 - 12 August 2007	Trolleydays with 1940/50s theme.
25 - 27 August 2007	East Midlands Weekend
8 - 9 September 2007	Trolleydays
22- 23 September 2007	Six Wheeler Weekend
14 October 2007	St Leger Historic Vehicle Rally
11 November 2007	Trolleyday featuring twilight trolleybus services
8 - 9 December 2007	Santa Weekend - visit Santa with the kids!

One criticism of our staff structure has often been that on operating days no one person takes the leading role. We aim to change this for 2007, in conjunction with the Operations Department, with each event having a "Responsible Officer" who plans and sees that event through from start to finish. This role is open to anybody and we would like to see YOU get involved even if it's just for one event per year. It doesn't just have to be one person, you could join up with others to form a working party similar to the one already established to organise 'Gathering 2007. If you are interested in running an event next year then please get in touch with me as soon as possible. We are still looking for themes or additional attractions for certain events, as you will see above. Any suggestions for themes should also be sent in my direction.

Finally, it is National Giving Week during week commencing Monday 16 October. The idea is to encourage more people to get involved in charitable

giving. So why not try to persuade friends, family, co-workers etc to donate to us. It can now be done via our website so its nice and easy too! At the time of writing I am also involved in other schemes to help promote giving to The Trolleybus Museum at Sandtoft. Check our website for more details and for all up-to-date news on our activities.

..... from **Graham Bilbé:**

Testing Trolley Vehicles at Sandtoft

As another busy season draws to a close, it's perhaps an opportune time to tell members a little more about how we try to ensure that vehicles are as safe as they can be for operation in a public museum. In the days of trolleybus operation on the streets, trolley vehicles were exempt from MOT testing as such (unlike motorbuses) as the whole trolleybus operation came under the purview of the Railway Inspectorate. Talking to some of the old depot staff at South Shields when 204 returned "home" in April highlighted how some operators took full advantage of this, especially as the vehicles were often run down towards closure of the system. We heard tales of "water-thin" brake linings, and king pins that fell apart when the front of the trolleybus was jacked up! MOT tests for cars had only been introduced in the late '50s, so they could get away with it then... but in this day and age the situation is very, very different!

The tests carried out at Sandtoft are in two parts - Mechanical, and Electrical. The former is based on the MOT Class 6 test for buses, and includes all mechanical and bodywork aspects. So, starting in the cab, we check the operation of all driving controls and gauges, (this means that the brake warning flag and shut off valves must be functioning correctly and at the right pressures); the condition of windscreen and other windows, and rear view mirrors. We then check around the outside of the vehicle, that lifeguards and bumpers (where fitted) and so on are securely attached; we also check the general condition of the body to ensure there are no loose bits of strapping or whatever.

Then to the mucky bit - heaving up the pit boards to check underneath! This part includes inspecting the chassis and body mountings for corrosion or wastage; noting any serious oil leaks; checking the operation of the handbrake and footbrakes; checking tightness of motor mountings and propeller shaft bolts; the condition of road springs and mountings, and generally a good look at the tyres! While underneath we generally try to grease round all the lubrication points, put oil on the brake rod clevis pins and so on - not forgetting to top up the differential drive units with the special gear oil (the wrong stuff here can destroy a phosphor-bronze crown wheel in no time!). Next it's out with the jack to lift up each side of the front in turn, to check king pins, wheel bearings and steering joints. Then we check round the outside of the tyres, and their pressures. Of course, in a "real" MOT testing station the tester doesn't have to do all the mucky bits themselves - but unfortunately we do, hence those of you that know me will most readily recognise me when covered in oil and muck!

Then we check the interior of the vehicle - doors (where fitted), condition of the floor, seats and interior generally, security of handrails and seat fixings, and operation of opening windows and emergency exits. This list isn't exhaustive, but gives a fair idea of what we have to go through... Finally, it's out on the circuit for the brake test! This is done using a traditional Tapley meter, which measures the rate of retardation: we aim for at least 45% on the footbrake and 20% for the handbrake - the MOT standards. Perhaps surprisingly, this invariably proves most difficult to achieve on the six-wheelers - but between Ian Metcalfe and myself we're gradually getting them sorted!

Meanwhile, the electrical tester - most likely Bruce Lake - will have been looking at the control gear (usually in the cab, but not always) - free operation of the master controller and contactors, tripping of circuit breakers and safe condition of cables. On the low voltage side, there are lights, wipers, and many other bits to test: most minor defects we try to fix as we work our way round. Dewirement indicators can be temperamental beasts, very fiddly, and usually located in the most inconvenient places! Fortunately, Steve Harrison's modernised replacement units have come to the rescue in many cases, saving a lot of back-aching contortions by the Electrical Dept. These units fit into the original casings and are undetectable to the casual observer.

Underneath, there are the resistance banks to check over (or is it under?) and their connections, removing the motor brushes to check general condition of the armature and carbon brushes, including the low-voltage generator where fitted. All of the chassis cables have to be checked for safety of insulation, then it's up to the roof to inspect the roof cables, trolleybases, booms and trolleyheads. There's then just the compressor to check, including topping up the oil in the pump, inspect the insulation on cab and platform handrails, then it's ready for the earth leakage test, which will subsequently be repeated every day that the vehicle is run.

With so many trolleybuses now available for service - something over 20 this year! - we have implemented a régime of "intermediate" tests in alternate years. Given the very limited mileage that our trolleybuses operate each year compared to PSVs in regular service, the work involved to check all of the underside items every year is not justified (trolleybuses at Sandtoft invariably do less than 100 miles in a year, whereas an average bus will do more than that in one day!) The "half-test" includes all of the upper works, tyres and brake test, but leaves out the "underneath" parts. This intermediate test can be carried out almost anywhere and has made the system much more workable - fortunately Bruce and I have managed to get them about 50/50 each year requiring full or half-tests, which spreads the workload. Of course, any defects that arise in the meantime have to be rectified accordingly.

At the present time I think I'm the only tester acknowledged to do both parts of the test, but many others help out substantially. Ian Metcalfe, assisted by John Crossley and others from time to time, generally does a mechanical "pre-test" on most vehicles, especially where major brake repairs have been needed (e.g. South Shields 204 - catching up on the arrears of maintenance from the

'60s!) Peter Price has helped considerably, especially on the electrical side, and seems only too happy checking out the roof gear and trolleyhead carbons! Jim Sambrooks and Ian Wilson also carry out some testing from time to time, though Jim seems mostly occupied trying to keep the DO&LRS and Felix Group buses on the road these days. All in all, it's a team effort, to present to the public an ever-expanding collection of operating historic trolleybuses.

Of course, one of the attractions of doing this work is that practically no two trolleybuses at Sandtoft are alike. There is also a satisfaction in getting to know some of the more quirky ones, and understanding some of the problems they likely faced in service. For example, Bournemouth 99, with its vacuum/hydraulic brakes, powered by a motor-driven vane pump which tends to stick if it's left static for too long! Sometimes it can take some while to resolve all the little wrinkles - a really pleasing case is Reading 113, which having stood out of use for 38 years, after 6 years back in service has now had just about all the cobwebs blown out and is a real delight to drive. (When Peter Whitehead interviewed some of the old trolley crews at the Reading event in May, it became very evident that the AECs were the trolleys best-liked by crews in Reading - now we can see why!) So, it's not just the big push for a vehicle launch, but an ongoing process of maintenance and improvements, tidying up any loose ends. This continual effort has been rewarded by increasing feedback in recent years about "the improving standards at Sandtoft" - something of which the whole team can be justifiably proud! **But we can't do it w/out getting 'us 'ands mucky sometimes though - can we, Bruce?** (I always joke with the Electrical Dept. about not liking to get their hands mucky, but the August Bank Holiday saw a rare role-reversal - I managed to stay clean while Bruce got filthy under the back of Marseille 202!)



THE ROUTE TO SANDTOFT

PLUMTREE - PART 5 The Doubts Begin

Steve Collins

May 1966 and my fantasy world of happy, contented, trolleybus enthusiasts working together selflessly for the common good lay in ruins. The make-believe ideas of preserved trolleybuses running in Nottingham on the last day of trolleybus operation were shown to be exactly that - make-believe. When I had first become involved some six months earlier, I had taken at face value what I now knew to be utter drivel. I have often wondered, was I born stupid, or was it a trait I had picked up without realising it? I didn't know then, and I still don't, 40 years later. It was also obvious that the one person in the Nottingham Trolleybus Group who had the most sense was the secretary - Black Rod, yet he was treated with contempt by virtually everyone else. Things didn't look good.

The previous December I had been at Plumtree when Rotherham Corporation had delivered their Daimler trolleybus number 37 to the site. I had been there, so that much is not in question. What I don't know is exactly who they gave it to and under what conditions. At the time I was told by Black Rod that he, and

the owner of Ashton trolleybus number 80, which was also at Plumtree, were the custodians of 37 on behalf of the NTG: so far so good, but in February, during a tour of the Bradford trolleybus system, I had witnessed a hyper-active, female lunatic from Sheffield launch an unprovoked physical assault on Black Rod, during which she accused him of stealing 37 and spiriting it away from its legitimate owners for his own benefit.

When I raised the subject later, Black Rod dismissed her claims as pure fiction, the product of a deranged mind pouring out utter nonsense. Having seen her, I couldn't argue with that, and let it drop. This was not the end of the matter however. One Saturday afternoon in May, I was in the shop where I worked, when I saw an orange light flashing as a towing vehicle went past heading north. Behind the truck was Rotherham 37, en-route for, as I later discovered, Sheffield. I had seen Black Rod the previous evening, and he had not said a word about it, the impression I got was that he didn't know it was leaving - very curious for the vehicle's trustee.

At this time I had worries other than the disappearance of Rotherham 37: I was still trying to scrape together £8 a month to pay for Derby 175, and even with help from Black Rod, and my friend Geoff, it was a struggle. Tom Bowden meanwhile, was also trying to scrape together a much larger amount to pay for Nottingham 502. In April he had made an offer to Nottingham City Transport of £175 for 502, which was about £50 more than its value as scrap. He did this to ensure that his offer would be accepted as he did not want to have to try haggling with scrap dealers the way the Teacher had done over 578.

He need not have worried. To say that John Wake, the manager, bit his hand off would be an understatement. The young Tom was informed that he was now the owner of 502, and would he please pay for it as soon as was convenient - sort of nowish would be best in the circumstances. John Wake had had enough of trolleybus enthusiasts.

This latter point was brought home when Black Rod wrote to John Wake and requested the opportunity to operate 493 on the last day of trolleybuses in Nottingham, which we now knew was to be 30 June. Wake replied that he was not convinced of the advisability of allowing preserved trolleybuses onto his system, as 493 had been out of his control for some considerable time, and he would prefer to use vehicles which were under his control. 493 had been "out of his control" for less than a year.

We also found out that trolleybus 506 would be taken out of service on 1 June, to be repainted and specially signwritten as the official last trolleybus. It would carry the Lord Mayor and persons of importance on a final last journey on Friday 1 July to bring to an end 39 years of trolleybus operation in Nottingham. No enthusiasts would be invited.

Tom was, of course, let down by some of the people who had promised to help him financially, but he managed to raise the money at literally the eleventh hour. In mid-June he had a final demand for payment, and he managed to get to the City Treasury five minutes before they closed, on the

day that was his last chance to pay up.

502 left Nottingham just before the final closure, and the way this was done is quite interesting. I was not on hand when it was collected, but Tom gave me all the details. Instead of Barton Transport, he contacted Camm's Coaches (not a name to inspire confidence) and they turned up to do the job. Nottingham's Parliament Street Depot sits astride Stanhope Street, and this was wired for trolleybuses. 502 was brought out of the depot, and Tom was allowed to drive it a hundred yards or so along Stanhope Street, before it was connected to the towing wagon. It was a good job Tom was able to do this, as that brief run under power operated the compressor, and built up a tank full of air. This became apparent when Camm's announced that they did not have a tow bar, and were to tow 502 out to Plumtree on chains. Usually, of course, a trolleybus on tow has no brakes of its own, and relies entirely on the tow bar to stop it. Chains don't do this, so that tank of air was able to give 502 enough braking capacity to get it to Plumtree without incident. As the bus turned into Plumtree Station drive, the brake warning flag popped up, saying that the air had run out. That's what I call cutting it fine!

I went into Nottingham on 30 June to pay my respects to Nottingham's trolleybuses, but decided not to wait until the bitter end. The NTG had hired 510 as a tour bus, and this followed the last service trolley into the depot. 506 made the last ceremonial trip at noon the next day, and I didn't bother going to see that either. You may think this a little strange, but the sight of a bus full of civic hypocrites preening and posing at the rate payers' expense did not appeal. After all, they were the people who had condemned what the eminent Mr. Ronald Edgley Cox described as "an exemplary system" to the scrap heap.

Nearly forty years later my views have not changed, except in as far as now I would say that for such an unpardonable waste of public money and resources, most of the people on that trolleybus should have been in prison, not basking in undeserved glory.

A mildly amusing aftermath to this of course, is that once Nottingham had repainted 506 and it had performed its final duty, nobody knew what to do with it. I don't know why John Wake had any qualms about scrapping it - after all, he had already sold over 100 perfectly serviceable trolleybuses for scrap in just fifteen months, so why would one more matter? The only thing I can put it down to is that last coat of paint: 506 looked good, and seeing it dragged off on suspended tow with a jib through the windscreen might not go down very well with some of the aforementioned hypocrites.

506 languished in the back of the depot, gathering dust and bird droppings, until it was decided to offer it for sale to any interested preservation groups. A note was appended to this stating that the people at Plumtree were not to be notified. It was finally sold in March 1967 to the Huddersfield Trolleybus Preservation Society & Bradford Model Railway Centre thus being jointly owned (that's what my notes compiled at the time say). Just for the record, 506 was never at Plumtree, something I have often been asked over the

years: it does, indirectly, deserve a mention in the story, but that comes much later. This incidentally explains why three Nottingham six-wheelers survive and not just one - which was the original plan. Why the Huddersfield lads decided to take on 506 is a question I don't know the answer to: doubtless they will come up with an explanation in the not-too-distant future. At least, I hope so!

So the Nottingham system had finished, the vehicles had gone and the overhead was rapidly joining them. Soon all that was left were the traction poles, most of which had always carried street lights as well as overhead. These were transferred to the lighting department, who lost no time in painting them all black instead of the traction pole green, I always thought it made them look as if they were in mourning for their lost trolleybuses. Over the next twenty years or so, even the traction poles fell from favour, as modern street lighting standards are designed to collapse if hit by a vehicle - a traction pole, set in eight feet of concrete, and with a length of tram track up the middle, doesn't do that, so they all had to go. At the last count there were just three left within the city boundary: I won't say where, as they have obviously been missed, and if I draw attention to them they will all be gone before you read this.

But of course Plumtree was still there. The loss of Rotherham 37 had almost immediately been cancelled out by the arrival of Nottingham 502, and there was the promise of all sorts of vehicles that wanted to join the collection. The impression the Chairman gave was that the owners of preserved motorbuses were queuing up to bring them, "I don't know where we are going to put them" he laughed. One thing I heard at about this time was that Les Flint had asked about taking Doncaster 375 there. I don't know if this was wishful thinking on someone's part, but it was definitely mentioned. Something else that was talked about was the availability of a steam bus! The Chairman was all for that. For my part, I had begun to take the Chairman's ideas with a large helping of salt. Black Rod's cynical streak certainly was rubbing off on me.

In the middle of all this hype and speculation, two things nobody thought about were the fact that the site that eight vehicles were sitting on was only supposed to hold one, and that the name of a certain Doctor Beeching was becoming very well known, and his plans for little country stations like Plumtree would have far reaching consequences.

But that was still to come. I was more concerned with collecting the loan repayments for Derby 175, when salvation suddenly appeared from a most unexpected source. In part 4 of these articles I mentioned "The Student" who was from Huddersfield, but studying at Nottingham University. All I had ever heard him talk about was West Bridgford 24 (CCX 777), a Daimler CWA6 utility motorbus with a Duple lowbridge body. This had been new to Huddersfield as their 217 in July 1945, passing to West Bridgford in April 1955, entering service two months later. In June 1966 it was still in service, but The Student was determined he was going to preserve it. At one NTG meeting he had actually turned up with some transfers he had managed to obtain which were the right ones for 217. On the surface he seemed committed to his

project, but I have found that in many cases what people say they are going to do and what they actually achieve can be very different.

Black Rod always held suspicions about The Student. He thought there was something "not quite right" about him, and I must admit I had begun to have my doubts. It came as a shock therefore when he approached me without warning, and said that he wanted to take over Derby 175. He asked me what had been paid into the project, and how much was outstanding on the loan. I saw him a few days later and he gave me the amount I had told him in full, he also said he had paid the loan off. So that was it, the worry had gone, thanks to him I had been able to get out from under, to coin a phrase.

This was the break I wanted. Geoff and I took the opportunity to get out and leave Plumtree to its own devices. As far as I was concerned they could fill the site with steam buses, horse buses, Spitfires or anything else they wanted. They could even raise the Titanic and have it on blocks as a centrepiece. Anything, as long as it didn't involve me. Black Rod also dropped out. I carried on seeing him on occasions for some time. I remember we went to the closure of the Wolverhampton system together in March 1967, but after that he took a job away from Nottingham and we lost touch.

Contrary to my initial doubts, The Student did buy his Huddersfield Daimler, he turned out not to be just a talker after all, and our paths were to cross several times in the future. But of course, those are tales for another day, as are the events that followed my departure. It seemed as if Black Rod's view that the NTG was headed for disaster couldn't have been more wrong. In spite of my absence (or perhaps because of it), the collection began to grow at an impressive speed as more new people became involved. Was I right to give up when I did? Wait and see.



THE HUDDERSFIELD TROLLEYBUS PRESERVATION SOCIETY Part 2 Phil Jenkinson

(Part 1 appeared in *Sandtoft Scene* no.59 - October 2005)

Although attempts to preserve a Huddersfield trolleybus during the first eighteen months of the Huddersfield Trolleybus Preservation Fund's existence had proved abortive, the foundations of the group which would eventually contribute a number of vehicles to Sandtoft had been laid.

For a time during 1965-66 the Fund was affiliated to the Omnibus Select Society, the Manchester Trolleybus Preservation Society and the Nottingham Trolleybus Group, and there were serious plans to merge the groups as a limited company and also to incorporate the Wolverhampton Trolleybus Society. Had this come to fruition, the fleet would have included Nottingham 466 and 493, Manchester 1250, Ashton 80 and Wolverhampton 616, but in the event the "Northern Trolleybus Alliance" proved to be one of the great "might-have-beens" of the trolleybus preservation movement.

Following the failure to purchase Huddersfield 593 in summer 1965, the combined group was still talking of an offer for one of the eleven remaining Roe-bodied Sunbeams of the same batch late that year, but in February 1966

the alliance seems to have been in decline, as the Huddersfield Trolleybus Preservation Fund became a Society and quickly conducted a poll of its early members. It was this consultation which resulted in the Society's decision to bide its time and go for "the last Huddersfield trolleybus" which it was assumed (somewhat blithely, I remember thinking, even then) would be one of the Sunbeam S7s delivered in 1959. A glance at the early membership reveals that the dozen or so people who took this decision were almost all due to sit GCE examinations that summer, confirming the observation made in part one of this series.

However, the HTPS did have at least one member who was rather older, although whether wiser is debatable in view of the move he made at around this time: John Ayrey owned the Bradford Model Railway Centre and had visited the Liège trolleybus system in Belgium in the previous year. Here he had learned that several of the oldest vehicles were to be withdrawn over the winter, and having expressed an interest in purchasing one, he was invited to around the time under discussion, to come and collect it! The vehicle in question was, of course, Liège 425. Although the project was a private venture undertaken by John Ayrey and Stan Ledgard, the fact that John was an HTPS member meant that the Society took a close interest in the development, which was eagerly reported in contemporary news-sheets.

425 was towed from Belgium over the Easter weekend in 1966 and on arrival in West Yorkshire spent time at Kirkburton, Cottingley, Keighley and Bradford, including a while in Thornbury Works. During the latter period, 425 made an unofficial short run in Bradford, but proposals for an HTPS tour of the system in the vehicle were quashed by the Yorkshire Electricity Board on the grounds of 425's regenerative braking. Hopes of a tour in Huddersfield, where some believed the system might be more amenable to the troublesome regeneration, proved equally ill-founded.

By the end of 1966 the Huddersfield system was down to two routes and 35 vehicles and it was becoming apparent that, far from lasting until at least 1970 as had been confidently expected as recently as the beginning of that year, it probably had about eighteen months left. Fund-raising continued to be achieved through a fairly basic sales stand, events such as coffee evenings and the operation of tours, not merely in Huddersfield but elsewhere: in the autumn, the Society's tour of the Newcastle system just prior to the closure there featured on the BBC television documentary *Something About the Trams*.

Although the formal link with the Nottingham Trolleybus Group had by now lapsed, a residual Nottingham connection now impinged significantly on the Huddersfield Trolleybus Preservation Society: Nottingham's system had closed in June 1966, but the official last trolleybus, 506, remained in the depot nine months later, awaiting a purchaser. Local enthusiasts who had already preserved a number of vehicles somehow persuaded the HTPS to get involved and in March 1967 506 was purchased for the Society by John Ayrey with the help of a loan from the mother of member Michael Story. It was always clear

that this arrangement was a means whereby Nottingham's last trolleybus would be saved for posterity without jeopardising the main object of the Society. It was accepted at the outset that John and Mrs Story were to be repaid after any purchase of a Huddersfield vehicle. 506 was accordingly towed to Bradford on 29 March 1967 by the Shepley firm who had towed 425 a year earlier, and initially stored in the open in a locked yard at Frizinghall.

Because both 425 and 506 had been purchased straight out of service there was no immediate need to undertake restoration work, and of course opportunities for operating the vehicles were strictly limited. The HTPS shared the dream of many other trolleybus preservationists that in the long term a museum at which trolleybuses could be operated would be established and the main requirement for both vehicles in the meantime was undercover accommodation where they could at least be sheltered from the elements.

Later in 1967, the Keighley & Worth Valley Railway offered the use of the goods shed at Ingrow and after some preparatory work had been done at the shed over the Christmas holidays, 506 moved there early in 1968. Although a little work was subsequently done both on the vehicle and on the shed, whose goods loading platforms were removed in the early months after the move, it tended to be out of sight, out of mind, and the spotlight inevitably turned back towards Huddersfield as the system entered its last months. By the spring there were just 19 trolleys left working one cross-town route with a "split end" and it was clear that the end would come in that summer....

DATES FOR YOUR DIARY

15 October Trolleyday & St Leger Rally with parades and many visiting historic vehicles on display

11 November Annual General Meeting (1.30 pm) followed by Members' Forum, when you can air your views on how the Museum is developing

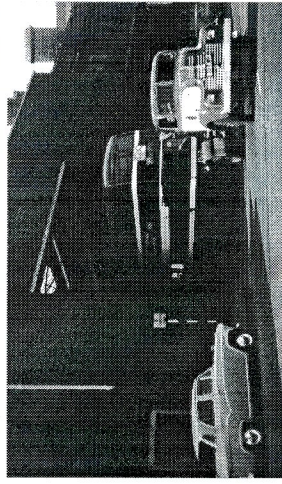
12 November Twilight Trolleyday - featuring twilight trolleybus operation

9/10 December Santa Weekend (open 11am-4pm) with Father Christmas in attendance



Liège 425 on the streets of Bradford in 1966

Photo: Sandtoft Archive



506 leaves Parliament Street Depot on its way to Bradford

Photo: Editor's Library Copy

TROLLEYBUS ANNIVERSARIES

Compiled by Geoff Welburn

October to December

Systems Opened

80 years since Grimsby opened on 3 October 1926

70 years since South Shields opened on 12 October 1936

Systems Closed

80 years since Halifax closed on 24 October 1926

40 years since Newcastle-upon-Tyne closed on 1 October 1966

40 years since Ashton-under-Lyne closed on 30 December 1966

40 years since Manchester closed on 30 December 1966

VEHICLES REPORTS

from Ian Wilson (*unless credited otherwise*)

Nottingham 367: (report and photo from Doug Barrow) Following an assessment of its condition, restoration work started on 367 during July. New



mahogany framing for the lower deck nearside was shaped and fitted during the last week of that month (the offside will soon be receiving similar treatment). The accompanying view, taken on 28 July, shows the vehicle's condition generally and the new framing: the white notices are panels giving visitors to the Museum some information about the vehicle's history and some of its construction features. The intention is to restore this magnificent trolleybus to its original condition and fleet number (67).

Nottingham 493: (report from Andy Thornton) After the end of May came the HOT weather: currently 493 is parked with the trolleybooms almost touching the depot wall and the vehicle in front almost touching the dash panel. The disadvantage of this arrangement is that work on the extremities of the vehicle requires moving (and replacing later) something else. The weather in June and early July was far too hot to undertake any unnecessary shunting and did not encourage the use of Hammerite paint!

What did happen was that several requests were received for the vehicle to be made operational for the 2007 East Midland event. Now, the rewiring process has always been planned to allow the vehicle to be re-commissioned with relative ease at an intermediate stage; an electrical inspector did not emit any screams or profanities when shown the temporary arrangements made and a, at least temporary, way was identified round some "administrative" problems. So plans were laid to get the vehicle commissioned and tested. The workshop has been booked for part of August Bank Holiday weekend, along with the services of Bruce Lake, for inspecting the electrical system. The Sunday

before the 'Gathering found the space in front conveniently vacated, allowing further work on the wiring looms below the cab. The loom from the compressor governor was placed into its proper position and clipped up for most of its length and the loom from the shunt field resistance box labelled up and partially fitted in place, the old cables being cut back and the ends taped up, after tagging at their terminals in the contactor cabinet. In mid-August, a long-standing problem of a cable stuck in a trolley boom was given attention.

Away from the Museum, a lot of effort has been put into planning work and obtaining materials. The wiring diagrams are complex, time taken at home to prepare detailed work lists and cable descriptions increases the volume of work that can be achieved at Sandtoft.

Teesside 5 returned home to Kirkleatham on 27 July.

Nottingham 802: Recently two members, Paul and Neil Hegedus, with the help of Mike Hirst, carried out a full survey of 802 with the intention of bringing this magnificent tower wagon back into service. They inform us that currently nothing that cannot be rectified has been found and they will keep us informed of their progress.

Bradford 558: (Report from Geoff Welburn) Work continues in the cab area. The metal side panels have been removed and replacements made. The windscreen has been stripped of all the fixing brackets and sent away for re-chroming. An attempt is being made to fit the new replacement wing which was supplied with the bus. Initially progress was very slow as difficulty was encountered in deciding on how the wing was to be attached to the body. It was discovered later that the back fillet panel had not been made correctly. Additional steel panels were required to overcome this problem. At the time of writing all the fixing points have been located and the wing is now in place. All the necessary engineering work is now completed and the wing will now be removed again for rust removal, cleaning and painting.

The engine block is badly cracked along the water jacket: a specialist stitch welder has been located and it is hoped to have this repaired later this year. **Doncaster 55, Felix 41 and Sheffield 754** have all passed their MOT tests.



Teesside visitor no.5 (left) with no.2 in the Sandtoft sunshine
Photo: Nick Broxholme



A rare outing for Nottinghams Tower wagon 802
Photo: David Needham

South Yorkshire PTE 2472 has arrived at Sandtoft. This is a Dennis Dominator with Alexander bodywork.

Bradford 703 has passed to a new owner and transferred to our store at Thorpe-in-Balne.
STOP PRESS !!

Lyon 1704, a 1964-built 2-axle Vetra VBH85, is the latest addition to the Sandtoft collection, courtesy of Martin Nimmo, and arrived at the Museum just after 8.00 am on Friday, 22 September 2006: it was off the lorry by 9.30 and by 11.00, Bruce Lake had got it running under power - the first time it has run since withdrawal in January 2000 ! An account of its acquisition and collection will appear next time.

RUNNING DAYS

Reports from Stewart David

ROTHERHAM 37 RESTORED

Sunday 11 June saw the latest addition to the Museum's fast-expanding operational trolleybus fleet. Rotherham 37, a 1950 Daimler CTE6 originally had a 38-seat single-deck body and was numbered 17 before being re-bodied by Roe in 1956 as a 70-seater double-decker.

Following the closure of the Rotherham system in October 1965, 37 was secured for preservation by the Sheffield Omnibus Enthusiast Society and after a stay at Plumtree near Nottingham and then in Sheffield, she arrived at Sandtoft in 1972. There were early attempts to restore the interior, but little progress was made. 37 was removed from undercover at Sandtoft to outside storage at nearby Belton before being acquired by the specially-formed Rotherham 37 Group (subsequently absorbed into the Rotherham Trolleybus Group) and returned to Sandtoft, where it was the subject of a protracted, but thorough, restoration project.

37 was launched into passenger service after a short ceremony led by Tim Stubbs of the Rotherham Trolleybus Group and as a trolleybus from a "local" operator, we look forward to it becoming a regular performer at the Museum.

SANDTOFT GATHERING 2006

This year's premier event at the Museum was held over the weekend of 29/ 30 July. The site and vehicle preparation had begun over the previous week with the depot being cleared of many vehicles ready for the influx of sales stands. On the Saturday, the trolleybus service consisted of Bradford 746, Maidstone 56, Rotherham 37 and South Shields 204. At just after 2.00 pm, London 1812 made her long-awaited return to passenger service, carrying a near capacity load on her first trip.

The visitor numbers were impressive and the weather remained fine all day. Later on Saturday evening, staff and visitors were treated to a barbecue on the central grass area courtesy of Museum Chairman, Steve Harrison. The twilight trolleybus service, which was enjoyed by a good number of people, was provided by Maidstone 72 and Rotherham 37. The beer tent also did a good trade well into the night.

Moving on to the main event on the Sunday, the Museum site started to buzz

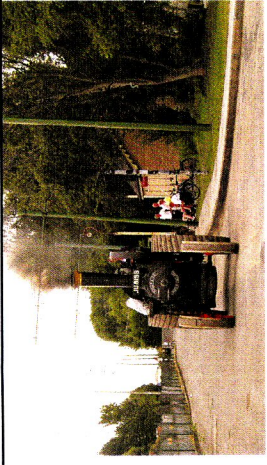
from 7.00 am with the stall-holders busy setting up for the day. The weather was looking good and the trolleybus service commenced just after 10.00 am and rapidly became very busy indeed. Vehicles in service included, Bradford 746, Maidstone 56 and 72, Rotherham 37, London 1812, Porto 140, Newcastle 501, Reading 113 and a welcome return to service for Reading 181 operating at her first 'Gathering since 1994 !

For the record we managed to run 117 service trips over the course of the weekend - 34 on Saturday and 83 on Sunday, all without a single dewirement ! A record, perhaps ? And a credit to the regular and effective maintenance of the overhead system.

Visitor numbers all day were amazing with a record amount being taken at the gate and, not counting rostered workers, over 60 members signed in ! The excellent weather also stayed with us and the sales stands and Museum catering team in the Tea Trolley Café, did a roaring trade throughout the day. At 4.30 pm the vehicle awards were presented on the central grass area and attracted a good crowd. In conclusion, a most enjoyable and successful weekend and a real credit to the whole of the Museum team who worked so hard to make it all happen.

SIX WHEELER WEEKEND

This ever-popular event took place over the August Bank Holiday weekend of 26-28 August. This year there was a really impressive selection of 6-wheel trolleybuses with no fewer than seven vehicles in service over the holiday weekend, including, Bournemouth 99, London 1812, Huddersfield 619, Newcastle 501, Reading 174 and 181, also the newly restored Rotherham 37.



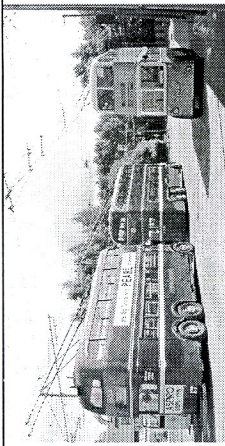
A Robery traction engine arrives for the 'Gathering
Photo: Nick Broxholme



Six Wheeler Weekend, with the trial trolleybus operating system in operation.

Photo: Bruce Lake

Over the weekend the opportunity was taken to trial a new trolleybus operating system which involved services departing from the site of the proposed bus loading station adjacent to the workshop and toilet block. Trolleybuses performed two outer circles and then two inner ones, with the frog settings altered for straight-through running past the *Axholme Stores*; a



Big Six Wheelers ! Photo: Bruce Lake

request stop was installed outside the Pelham building, and the normally-used central running line was used only for the parking and display of trolleybuses awaiting taking up service.

The weather over the weekend was reasonably kind to us and the visitor numbers were once again very impressive throughout. Overall, a most enjoyable and interesting three days.

DEPARTMENTAL NEWS

TRAFFIC OFFICE
from Stewart David

Since taking on the role of Traffic Manager at the beginning of the season, I have been putting together an operating guide covering the traffic operations at the Museum. The areas covered so far include driver and conductor training, vehicle testing policy, traffic staff dress code, shunting and towing movements and a number of Health and Safety related subjects. When the guide is completed and submitted to the Board for agreement as Company policy, all traffic staff will be fully briefed on its contents.

ADMINISTRATION OFFICE

David Lovegrove is hard at work in the Museum's office dealing with the general administration needed for a museum of our size. He will, from time to time, keep us informed of the work he does, however, he would like some help with the office administration work. If you would like to give him a hand, why not contact him either by email at davidlovegrove@sandtoft.org or by letter to him at the Museum address (see page 2). This is one of the jobs for Sandtoft that can largely be done at home.

AT THE BUS STOP

Parked by the bus stop this time is a **Rateigh Sports Cycle** on its way to our *Sunbeam Cycle Shop*.

It was purchased in 1948 from Curry's in Nuneaton, Warwickshire for the sum of £22-10s-0d (£22.50 in modern money) by a young lady from Chipping Norton in Oxfordshire. There is no record to indicate whether she collected it and rode it home, but as she was a cycling fan she may well have done so.

The cycle which has been denoted to the *Sunbeam Cycle Shop* was originally ordered from the manufacturers with quite a high specification for its day: this included a new dyno-hub lighting system, steering lock fitted to the front forks, pump, bell, three speed gears and a milometer. The owner also had a carrier and a saddlebag fitted.

It was used for many years for touring, principally in the Cotswolds before being donated to the *Sunbeam Cycle Shop*, it is still complete as originally purchased, including a key for the front steering lock, although it is now showing its age and requires a lot of attention to return it to its former glory.

Geoff, on his own does not have the time to clean and repair all the exhibits in the *Sunbeam Cycle Shop* and would like help. If there are any volunteers who would like to help, please contact Geoff at the cycle shop. It is such an interesting part of our Museum and clean, smart exhibits will help to entertain our visitors.

DEAR 'SCENE'

Dear 'Scene

I try to visit Sandtoft as often as I can, mainly in connection with a special event or the July 'Gathering.

My recent visit was on both the Sunday and Monday of the Reading weekend, which I found extremely enjoyable and congratulations are due to all involved for the success - a fine tribute to Mike Dare and all those who have been involved in trolleybus preservation over the years.

I travel from London, in company with a few others, but I suspect that many who, for whatever reason, need to travel by train, are deterred from visiting Sandtoft because of the timing of the free bus service from and to Doncaster Station. The most time visitors are given is three hours, which can be insufficient if you wish to travel on the Axholme Tour, have a depot visit, watch some video and explore the Museum to the full. Please remember that people might be paying quite high rail fares and may consider that they are not getting value for money. Visitors from London already have to contend with railway engineering work and I note that in many cases there are special events on the programme at around 16.30, after the return bus has departed. This may be to entice others to stay, but it is of no help to those who travel some distance by public transport.

I believe that the bus service is provided only for special events and obviously is aimed at the trolleybus enthusiast, rather than the casual visitor. For this reason I cannot see why more attractive timings cannot be introduced for future events. Could we have an earlier bus from Doncaster at 11.00, to cater for those who make the effort to travel early? Please remember that many will leave London earlier than should be necessary to avoid missing the 12:30 bus, which could remain at this time. For the return, it might be that a single, double-deck journey at 1700 would be adequate.

Unfortunately there are occasions that the 1600 bus does not leave on time, so that people can see part of something special, but that can cause problems for those with train-specific advance-purchase tickets. If they miss their booked train, then they have to pay a substantial additional fare - another deterrent to visiting Sandtoft.

Having discussed this with other visitors, I do feel that Sandtoft should be able to accommodate those people who make the effort to travel some distance and provide a bus service offering visitors a longer day at the Museum. Could the Board please give serious consideration to these comments and suggestions ?
John Parkin, Carshalton

Bruce Lake, Secretary, replies for the Board: *The Board accepts that the points raised regarding the difficulties of visiting Sandtoft from far afield are valid. However, the fact that we are sited "in the middle of nowhere" with regard to public transport is unfortunate and something we can do little about. We attempt to provide a token arrangement for people to visit occasionally that cannot reach the Museum by other means, but regrettably this is not highly utilised. We have discussed the possibility of meeting service buses at the Green Tree, 4 miles away, and this could be more frequent, but the logistics of doing so are difficult and no doubt people would be unhappy at being left stranded there if the service bus failed to turn up ! The present arrangements already cost the Museum a great deal at no income whatsoever as we cannot legally charge fares (and in fact most visitors by this means are members who have free admission). Indeed, the Board have already decided that because of this, the number of trips will be decreased in 2007 to Special Events and Bank Holidays only, as the Sunday buses bring in very, very few passengers. Therefore I am sorry to say that the provision of a second bus at an earlier time is unlikely.*

However, the Board would really like the service to be used more effectively, so is happy to consider changes to the arrival and departure times. It did this a year or two back following suggestions from users, but of course, every change we make to suit someone will be a problem to someone else. There are a number of enthusiasts in the Doncaster area who like to visit the Museum a few times a year and the feeling there was that the time on site was adequate. Therefore to try and resolve this issue, the Board has decided to leave the timings the same next season, but agreed to survey the users to see what times they would prefer. We can then design timings around the majority. This is therefore an opportunity for non-users to write in and say what times they would like the bus service to be, such that they would then make use of it. Naturally it would be more beneficial to the Museum's income if we could attract non-members to take part as well !

+++++

Dear 'Scene

May I use your column to thank the good soul who rescued my digital camera on 'Gathering Day, and took the trouble to hand it in at the Trolleyshop ? It is good to know that there are such kindly folk among us.

Whoever that person is, I would be glad if you would make yourself known to me, possibly via the editor. At least I owe you a pint ! Or if you will let me, I would pay your Sandtoft subscription for next year. - Again, many thanks.
Vincent Walsb, Bradford

+++++

Dear 'Scene

I just had to tell you what a wonderful show you put on today (Monday) - it was like being at Reading Stations forty years ago ! It was my first visit and I did enjoy the trolleybus rides as well as the motor bus excursion around Epworth. The free bus from the station also encouraged me to arrive by train which made the whole day interesting. Well done !
Martin Carney

+++++

Dear 'Scene

Many thanks for the complementary tickets won in your online competition. We visited your museum on Sunday and were very impressed, in particular the 2 Reading trolleys you had running. Just as we remember them even down to the ads in and outside the bus. Well done to all ! We will certainly inform our friends to brave the long journey ! All the best in your future endeavours.
Mike & Sue Huddy

+++++

Dear 'Scene

Many thanks for a good day out. We will certainly recommend you to anyone who maybe interested in transport. Best wishes for the future of the Museum.

All the visitors from the Visually Impaired Social Club

NEWS FROM OTHER MUSEUMS

Black Country Museum

from Keith Hopkinson

The trolleybuses on site at the moment are as follows:

Walsall 862 *	Wolverhampton 433 *	Derby 237 *
Bradford 735 *	Belfast 246 *	Teesside T291
Wolverhampton 78		

Those marked * are operable and ready for service.

Teesside T291: Work continues on the upper deck. The window surrounds and side panels below the windows are now in topcoat. Light fittings, ventilator covers and other items have been replaced.

Wolverhampton 78 sits "resting" at the back of the depot, awaiting a large injection of cash !

Future activities other than the usual Sunday operations, are:

5 November - Bonfire Night: operating in the dark till 10:00 pm

7-9 November - *Trolley motion Seminar*, where it is hoped demonstrator

models from the continent will be operating, but look out for further information in the technical press or telephone 0121-557-5388 on Sunday 5 November for confirmation (normal admission charges to the museum apply).

SANDTOFT'S MUSEUM DEVELOPMENT APPEAL



WE ARE GETTING THERE !! This satellite view of the Museum site shows the area we are planning to purchase as Phase 1 of our Museum's expansion. The red indicates the area we currently have funds to purchase. A £15 gift-aided donation will fund 1 square yard of the land we need. Looking at it another way, £330, gift-aided, will buy enough land to stand a trolleybus on. If you haven't already donated, **PLEASE CAN YOU HELP** make that red area bigger !