

# SANDTOFT SCENE



**NUMBER 73**

**APRIL 2009**



**THE TROLLEYBUS MUSEUM  
AT SANDTOFT'S MAGAZINE**

Registered Charity No. 514382

Give As You Earn Reference: 000495640

HM Revenue & Customs Giving Through Self Assessment Return Reference: RAO90NG

Information Line: 01724 711391 Fax/ Messages: 01724 711846

Website: www.sandtoft.org e-mail: trolleybusmuseum@sandtoft.org

**Directors:**

- Chairman & Engineering Director Graham P. Bilbé [grahambilbe@sandtoft.org](mailto:grahambilbe@sandtoft.org)
- Company Secretary C. Bruce Lake [brucelake@sandtoft.org](mailto:brucelake@sandtoft.org)
- Managing Director (& Safety) Steven J. Harrison [stevieharrison@sandtoft.org](mailto:stevieharrison@sandtoft.org)
- Financial Director (& Development) Francis R. Whitehead [fwhitehead@sandtoft.org](mailto:fwhitehead@sandtoft.org)
- Commercial Director Aiden S Proctor [aidenproctor@sandtoft.org](mailto:aidenproctor@sandtoft.org)
- Operations Director (& Shop) Christopher N. Proctor [operations@sandtoft.org](mailto:operations@sandtoft.org)
- Vehicles Director Ian H. Wilson [ianwilson@sandtoft.org](mailto:ianwilson@sandtoft.org)
- Director Anthony G. Ferris [tonyferris@sandtoft.org](mailto:tonyferris@sandtoft.org)

Correspondence should be addressed to the Director responsible for the relevant area of operation, or to the Managing 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](mailto: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 The Trolleybus Museum at Sandtoft, the Company, its Directors or its members.

**FRONT COVER PICTURE:**

Doncaster 22 and Reading 181 stand in Sandtoft Square on Easter Saturday, ready to start the 2009 running season  
*Photo: David Needham*

Our Vision Statement is

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

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



**EDITOR'S VIEW**

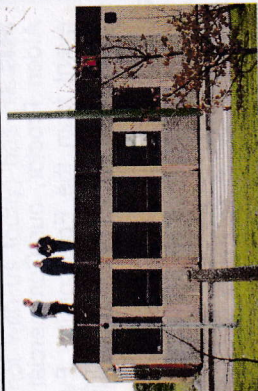
First of all, I want to say a big thank you to Francis Whitehead who has the unenviable task of typesetting and proof-reading *Sandtoft Scene*. He does a tremendous job on it and gets rid of most of the bad spelling and punctuation that I send to him.

As you can see from the front cover, Doncaster 22 and Reading 181 kicked off our new operating season. I must say that the Museum looked very smart, tidy and clean for the Easter event. The bulk of the service over the three days was taken by Reading 181, Newcastle 501 and Glasgow TB78.

There have been a number of well-attended working weekends and, besides cleaning the site, Steve's team found time to start the putting together of the "Skeggy Hut". With all four segments now in place and joined together, it is surprisingly spacious. If you get to the Museum, I suggest you have a look at it and I am sure you will realise what a useful addition this building will make in providing a further under-cover attraction for our visitors.

Whilst there on the last of these working weekends, I popped over to the café: at first it looked as if everyone was sitting down having a cup of tea, but one look inside and then at the gardens soon showed just how hard the ladies had worked. The café was immaculate with surfaces, food shelves, equipment and tables all gleaming and a newly painted floor and door adding to the overall spotless food preparation and dining areas. The gardens were full of plants and I felt that weeds could well be frightened to grow in the flower beds! These hardworking cheerful ladies are a real credit to our Museum.

Further on, I found a couple of the guys taking it easy - I will not comment further but the ladies can be seen still working.



All photos David Needham

Two other members who will be seen at many of our open days are Jason and Brenda Bowers, who run a teddy bear naming competition. Last year, their patience raised over £500 for the Museum and, many happy winners can be seen when the final results are announced. A well deserved "thank you" is extended to them.

I did not win a teddy bear but somehow, in the end, I did finish up with a broom in my hand and a ringing command of "get sweeping out the Skeggy 'ut !"

**AH!**

Aiden Proctor, our Commercial Director, points out we missed weekend event from the Forthcoming Events Calendar printed in *Sandtoft Scene* no.72, so please add to your diary that The Trolleybus Museum *is* open Saturday 11 and Sunday 12 July..... Oops ! Sorry Aiden.

## **AROUND THE BOARD**

..... from **Steve Harrison, Managing Director:**

### **OUR PURPOSE AND OUR FUTURE**

One reaches a point in one's life when you do tend to sit and think where you are, who you are and where you ought to be. The recent articles provided by Steve Collins, and last time, by Philip Jenkinson (alias LV), as part of the ongoing serial thriller *The Road to Sandtoft*, set me on time travel back to that wonderfully exciting era when all this preservation thing was new and fresh.

Did I ever think at that time that we would be where we are today ? The answer is that I certainly aspired to the idea. Like many others, I think everyone had in their heart of hearts that we would eventually be able to run trolleybuses around this (then) area of overgrown concrete. But I doubt anyone could have foreseen or anticipated the complete package that we have at Sandtoft today.

I came on the scene in 1968, or thereabouts, a college boy clutching a brown satchel. The notion of getting close to, let alone be involved with, these electric vehicles that I so came to love, inspired me even further - in fact they made me quite ecstatic about the future.

Yes, I was involved with those Hairy Men from Huddersfield, and in fact became one ! However I must point out that at that time, just about all the lads were quite hairy. After all, it was the 1960s and then the 1970s - glam rock and all that ! I do not intend to duplicate any of that splendid narrative in any of those articles, other than to add that, to me, one of the most poignant times on site was when, after much charging and carting of batteries (nothing changes there then...), Huddersfield 619 was made to move under its own power - the very first movement of an electric vehicle on our museum site - a museum specially formed to accommodate such an activity. It was probably one of the first milestones in the Museum's history. Many other such milestones followed from the initial eight-bay depot: the first traction pole, the first trolleybus to run under overhead, the first full circuit of overhead, the first building, the first trees planted, the first mains-powered run. I could go on. The saying that you can't

see the wood for the trees comes to mind here. Some of the older ones (I tend to class myself in that bracket these days) who have grown up with the Museum, tend to not realise, or even appreciate, what we do have to offer. All this on top of the knack, experience, wherewithal - call it what you will - to maintain and operate this now unique and aging fleet of vehicles.

So many times I hear our visitors saying how they have enjoyed their visit. Be it riding on a trolleybus or a motorbus, visiting the ancillary displays or just because they can get a good cup of tea, I feel proud that all the effort by so many people (many of whom are, sadly, not with us today) has resulted in what we aspired to so many years ago.

This year marks our 40th Anniversary, and displays are being put together to tell our Museum's story in script and in pictorial form. I do hope that as many people as possible view these displays and get a deeper, more meaningful insight as to how this unique Museum of ours has developed to what it is today. When you view the old with the current, it could be said that we have done a good job - and rightly so. Over those four decades, the Museum has been managed by many different people, but with one common objective. As a Board member, I can say to all those people past and present that we **HAVE** done a good job, and from decisions being made today, the future and expansion of the Museum is well and truly guaranteed to become **THE Trolleybus Museum** we all dreamt of.

*Steve continues on another subject, which he entitles*

### **ALL RIGHT NOW....**

"All right now, you can take that lot of junk back !" The number of times I have had that said to me ! As a passionate lover of the past, in particular all things electrical or mechanical, my heroes are the likes of Trevithick, Brunel and Edison. It therefore follows that much of what I dabble in has, to some degree, been influenced by the great inventors and engineers. British engineering has, in times gone by, always been the best, and amongst it all and not least, it was known for its forges and grass-cutting machinery, built of sturdy cast iron.

Edwin Beard Budding was the first chap to invent a lawnmower (in 1830) and we are still building them to a very similar design today (with the exception of that grass slasher known colloquially as a Flymo). The materials used have changed a lot to enable far better quality cuts and, of course, size-to-weight ratio ! But many of the original machine manufacturers are still about today - Ransomes (as in Ransomes Sims and Jeffries) from as far back as 1832, Green (who started in 1856), Webb (1929) and Atco (1926); Qualicast and Allett are still manufacturing, as are Dennis, albeit the latter in a re-invented, scaled-down format.

My earliest recollection of lawnmowers was when visiting many cricket clubs, as my father was a professional at a local club in Huddersfield: I used to seek a more inspiring use of time by looking in the groundsman's sheds. By the time I became old enough; I was helping out at Almondbury Cricket Club in Huddersfield, and carried on in a voluntary groundsman position for another 30 years. The first machine I operated was an ATCO 24" dating from around

1938 (a fine working example of this model is displayed at Sandtoft). This was superseded by a rather modern-looking Dennis with a 36" cut. So now you can see the connection with the row of Dennis mowers on the back straight: here we have a collection of six different models and dates, along with other ancient-looking grass cutting machinery.

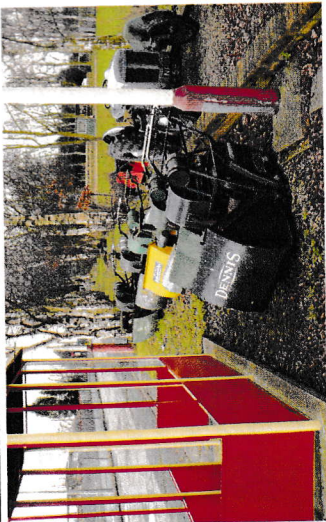


Photo: David Needham

Our Museum boasts many fine side attractions and displays - the prefab, the shop windows, the Pelham building and the cycle displays. So it is not surprising that I have collected the array of lawnmowers as a further field of interest for the visitor. They do actually fit in very well with our period as many of the well-built old machines lasted for a good 30 to 40 years, and as a testament some are now displayed and are still in running order. I must admit that lawnmowers are a bit of a passion with me, mainly in admiration of the designers. It is my intent, as soon as is practicable, to get these machines all under cover: as a Board, we may approve an extension of the cycle shop to accommodate the mower collection. A serious start can then be made on their renovation, although I must state that most of the machines do actually run, and I even class some as working machines which I use to cut the centre grass in between cuts with the triple-cut gang unit that we had donated from Bridons of Doncaster. I have details of all the origins and donors of the various mowers and this sometimes interesting detail will be included as part of the future display.

So what of the other "junk"? Well, the Museum was given a small ex-GPO platform truck about 2 years ago: this is at present in the area by the lawnmowers. It originally served its time on Huddersfield Station platform, a very busy postal depot. It had been rescued for posterity by a businessman in Worksop, but he felt we might make more progress with it here at Sandtoft. It is on the list for restoration and already we have removed the control gear for overhaul. It is complete, has had new tyres and batteries, and the brakes have been made to work. Just the LT electrical side needs sorting. It will



Photo: David Needham

eventually be used as a gardening truck as well as being displayed. Nothing gets a free ride on this museum site!

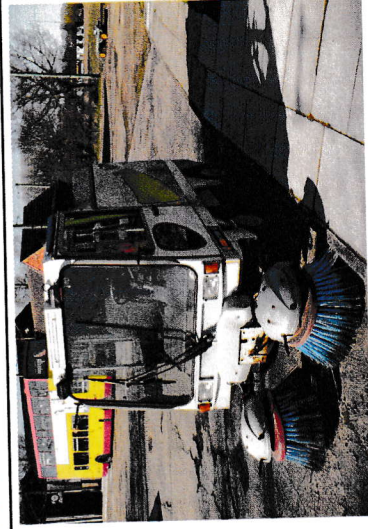


Photo: David Needham

is an excruciatingly complex mass of electro-totally hydraulically-driven and is used for four years as the servicing company hydraulic controls. It had lain disused for at least £2,000 spent on it. Bearing said it would not run again until it had had at least £40,000 and it has an "N" registration, to my mind that the original cost of it was £40,000 and it has an "N" registration, to my mind it would have been worth it. But anyway, I managed to persuade the owner that we would make good use of it at our Museum, if we could get it running. I didn't tell him, of course, that our resident mechanic (Mr Nothing Beats Me) and yours truly would, respectively, sort its mechanics and electrics out. And, yes, after a couple of workshop sessions we had it running. A lot more sorting out of seized components and perished hoses followed; after re-shodding it with a new set of brushes we are almost there. We have had a few sweeps with it already and it should save hours of time and make the Museum site look crisp and clean for every open day. The machine is quite tidy but needs a re-paint to the metalwork, following which it will have our logo added to its doors. One of my better acquisitions of "junk"?

Now I have my eye on an Aveling Barford road roller, circa 1934 in a scrapyard in Horncastle..... watch this space!

Steve Harrison M.D. (Master of Dereliction)

..... from Ian Wilson, Vehicles Director:

Although I have no "new" trolleybuses or buses to report (that's what you think - see page 19! - Ed.), we have made two very diverse additions to our ancillary fleet. The first is the Schmidt road sweeper, described above by Steve Harrison. It is registered N902 AEG and dates from 1996, which makes it our newest vehicle. After refurbishment it is now in working order.

The other is a Ferguson T20 tractor (NPO 581), dating from the 1950s. This Ferguson is particularly interesting as it runs on TVO (Tractor Vaporising Oil) which is essentially a mixture of petrol & paraffin. When the tractor was built, due to the price of paraffin, TVO was a cheaper fuel than petrol; curiously however, nowadays, paraffin is more expensive than petrol!



Photo: David Needham

Following on from the above, a start has been made on compiling a list of approved and trained drivers for our growing fleet of ancillary vehicles. This will be published later this year; meanwhile, if you feel that you can operate some of our fleet, so helping with the various jobs around the Museum, and have been missed, please contact myself to have your name added. As appropriate, training can be given.

Still on ancillary vehicles, the cherry picker's lifting system has been inspected and approved for further use, following a repair to the emergency lowering mechanism. On the trolleybus front, a welcome return to the Museum will be St. Helens 387 which will be returning / will have returned to Sandtoft in April. Significant restoration progress has been made while it has been exhibited in its home town for the last 12 months.

Discussions are under way with Beamish regarding Newcastle 501, as the 5-year loan for this fine vehicle finishes in 2010. Liège 425 has been invited to attend and run at the closure of the Gent trolleybus system (Belgium's last trolleybus system) in July 2009. Disappointingly, this looks unlikely to happen: the main problems (as always) are finance and time. The cost of transporting 425 there and back is prohibitive, whilst the work required to bring 425 up to road-going condition is likely to take longer than we have to do it. On the plus side, at least we won't cause a riot in the Flemish-speaking part of Belgium by using a vehicle with signs in French! (We are told this is a very touchy subject in Belgium!) Crich Tramway Village has asked to borrow a trolleybus for their 1950s weekend in June: subject to BTS approval, Glasgow TB78 will attend and hopefully a report will appear next time.

During the winter period, the workshop has been tidied up somewhat (although there is much more to do) and an oil storage platform/ bund has been installed. This is designed to contain any oil that could potentially leak from a drum and will thus protect the environment. All containers with oil should now be stored on there. Please help to keep the workshop tidy when you use it. A new scaffolding tower has been purchased to replace the wooden platform that was destroyed last year. If you are unfamiliar with scaffolding, training will be required before you can use it. If training is required, please contact a Board member so it can be arranged. **WARNING** - as always when using scaffolding, ladders or generally working at height - treat all trolleybus

overhead as being LIVE. This includes the overhead in the Workshop. The mandatory testing of the workshop's compressor air reservoir revealed a certain amount of corrosion which has led (in the short term) to its safe working pressure having to be reduced before it could be re-certified. As a result it may now take somewhat longer to inflate bus tyres: in the longer term (to rectify this problem) a new reservoir will certainly be required.

The present booking system for the workshop has been updated. A "Google Calendar" version which can be shared over the internet has been set up (this will run in parallel with the calendar in the Traffic Office). This means that anyone with an internet connection can see the workshop bookings from their computer and plan the use of it around the vacant dates.

If you use the workshop and would like to be able to see this, please e-mail Ian Wilson at: [ianwilson@sandtoft.org](mailto:ianwilson@sandtoft.org). The actual booking will still have to be made via either myself or Ian Metcalfe, as access to change the calendar is limited.

## NEWS BULLETIN

### The Trolleybus Museum in the Spotlight

Bruce Lake tells *Sandtoft Scene* that special meetings on trolleybuses have been on the increase recently, improving the Museum's exposure to the world at large. First, the BTS held a meeting in Reading during early November 2008 to commemorate the 40th Anniversary of the closure of the Reading trolleybus system: it was so well patronised that they had to repeat the meeting a week later! In the summer of last year, we were asked to present a meeting on The Trolleybus Museum to the LRTA (Light Rail Transit Association) in Sheffield, preferably on 16 March. After wondering how we were going to achieve that, we worked out that Graham Bibé would be at Sandtoft the day before for a Board Meeting, so he brought all his slides with him, and he and Bruce duly turned up in the middle of Sheffield for the talk. Graham cheated a bit and arrived earlier and went tram riding first! The evening was a great success, and the tram enthusiasts had to be turfed out of the venue at 10.00pm so that the caretaker could lock up, such was the interest and the questions asked! We subsequently received a donation towards the Museum.

We were also approached to give a talk to the Conference on Urban Transport Preservation. This is an annual event organised by the German-based Arbeitsgemeinschaft Historischer Nahverkehr Collective of Historical Urban Transport and lasts four days. This year the conference was hosted by the Tramway Village at Crich. So many representatives of the management boards of independent transport collections attended that they held the seminar events at a Nottingham Hotel, as Crich does not have sufficient facilities for the 90 attendees.

Being the week after Easter, this again was a difficult date to respond to: neither Graham nor Bruce were available and, being too good an opportunity to miss, they managed to recruit Dave Hall to make a presentation (translated for the benefit of the European visitors) about trolleybus preservation in the UK and mainly featuring our Museum.

These sorts of events are very useful for sharing information, and for the

networking effect that has provided many delegates working in the same fields with useful contacts. Graham Bilbé comments "It is great to see that the tramway fraternity have now seen us at the Trolleybus Museum as a mature organisation, a force to be reckoned with and a long-term, stable enterprise in our own right. This is something we probably wouldn't have seen a few years ago".

**No Increase in Membership Fees and Vehicle Maintenance Contributions**  
During a recent Board meeting, the biennial reviews of the Company's membership subscriptions and owners' vehicle maintenance contributions were conducted. It was agreed that with the present far-reaching financial crisis, some support should be given to members and hence membership subscriptions and vehicle maintenance contributions should therefore not increase in 2010: both will be reviewed again prior to the 2010 AGM.

#### **Gift Aid Declaration Forms**

Many thanks to all those members who completed the Gift Aid declaration forms sent out with the last edition of *Sandtoft Scene*. This should greatly enhance the amount of money we claim back from HM Revenue and Customs on subscriptions. Unfortunately, Francis Whitehead used an out-of-date schedule when identifying who to send the forms to, so a number of members who had already signed a declaration were sent a further form - apologies to those members.

If you are a UK taxpayer (and, importantly, for non-earners, that includes tax paid on any interest from savings or investments) and have not yet signed a declaration, please do so, as you are stopping us claiming even more for use in bettering our Museum. Signing a Gift Aid form will cost you absolutely nothing (apart, possibly, from a stamp!).

#### **Museum Accreditation Preparation Moves Forward**

An expert collections consultant, funded by a grant from the MLA, has advised us on accessioning our collection of artefacts. As a result, Adrian Dennison, who has taken the important role of recording this information, is now in a much better position to complete our accessioning database. Our policy for what we accession and what we don't is now being drafted.

Various documents need to be completed ready for submission as part of our presentation for continued Museums Registration. One such aspect is security: it has been concluded that we need to tighten up how we control the issue and use of keys for all places on the Museum site. A review of this is taking place, and we expect a further announcement to be made shortly.

#### **Your Help Needed**

There will be a lot of trolleybuses to test if we are to reach our target of 12-15 trolleybuses available for The Extravaganza which is being held to celebrate the 40th year of our Museum over the Sprink bang holiday weekend. Testing of the trolleybuses usually reveals a number of faults that will need to be rectified. If you can help with this, please contact Ian Wilson or any of the other directors (see page 2).

Another exciting extra event to add to your diary is a visit by the Vintage Tractor and Engine Club on the evening of 22 June. Again, any help to make

that a success would be useful.

#### **The Trolleybus Museum at Sandtoft - Our New Corporate Style**

We announced last time the adoption of the new logo. Alongside that, we are establishing some ground rules so that our corporate image can be strengthened and can become even more effective. Commercial Director, Aiden Proctor, has been charged with this task and sets out here some of these requirements:

- The name of the Museum is "The Trolleybus Museum at Sandtoft". It says what we are and where we are
- This name may be shortened to only the approved titles "The Trolleybus Museum" or "The Museum" in appropriate context and may (if considered appropriate) be abbreviated to "TM@S" where repeated reference is made
- The word "The" forms part of the title "The Trolleybus Museum at Sandtoft" and should therefore always be capitalised
- The name "Sandtoft Transport Centre Limited" is the Company name and, is only used for legal documents, banking and where the Company is referred to as opposed to The Museum. (In the very rare circumstances where members need to refer to the Company, and only where appropriate, this may be abbreviated to "STCL"

Members are asked to bear these rules in mind whenever talking or writing (particularly with the press etc.) about The Museum. References such as "Sandtoft Transport Centre", "STC", "Sandtoft Museum", "Sandtoft Trolleybus Museum" and any other variants should be avoided and where appropriate, use by others (including the press etc.) corrected or discouraged.

There are also rules and guidelines setting out other aspects of the new corporate image: those who need this information have been given it or are in the process of being given it. All queries about corporate image should be referred to Aiden Proctor.

This may appear to be pedantic but we need consistency, continuity and correctness in promoting our Museum. As time goes on, we'll all get used to it, but meanwhile, your patience and co-operation in this is much appreciated!

The Museum website, incorporating the new corporate style and with the new logo, is now live. If you haven't seen it yet, try out [www.sandtoft.org](http://www.sandtoft.org)!

#### **2009 Publicity Leaflets**

The new corporate style has been incorporated into the 2009 publicity leaflets. They are now at the Museum and are being distributed. However, if you know of any suitable locations near where you live or visit that do not have any of our leaflets, then when you next visit the Museum, please take an appropriate quantity and distribute them accordingly.

Don't take more than you can place though, as we need to use the remainder in the best possible way. If you do require a significant quantity, please let us know where they can be placed so that we know for future reference. The leaflet is twice as big as previously and can therefore include more photographs and it also includes details of our Trolleybus Driving Experience.

### **A Further Benefit for All Members**

Aiden Proctor, our Commercial Director, reports that Membership of The Trolleybus Museum has just got better ! It has always been a "perk" of membership to enjoy free admission to our events but as a thank you to all our members for supporting us over the last 40 years, we have teamed up with The Crich Tramway Village to give our members free admission to both museums during 2009. Yes, that's right, as a member of The Trolleybus Museum you now also get free admission at The Crich Tramway Village. Similarly members of the Tramway Museum Society, who are celebrating 50 years of the Tramway Museum this year, also get free admission to The Trolleybus Museum. So, if you are planning a trip to Crich, don't forget your Trolleybus Museum membership card !

### **Next Year**

It is interesting to know that many of 2010's open days dates have been proposed, and that the Museum's directors are even starting to map out the open days for 2011, which should be very interesting as it is the centenary of British trolleybus operation.

## **DEPARTMENTAL NEWS**

### **TRAFFIC OFFICE**

#### **Traffic Team Dress Code**

As I am sure you will agree, good standards of presentation are very important for our vehicles, and likewise, for our front-line traffic personnel. Therefore it would be greatly appreciated if the following dress code guidelines are observed wherever possible by *all* front-line traffic staff.

Shirts/ blouses should have a collar and ideally should be white or plain light blue in colour. Ties (Company issue, or plain dark blue or dark red) should normally be worn, but are optional in very warm weather. Trousers/ skirts should be black, navy blue or grey - no denims or tracksuit bottoms, etc., please ! Footwear should be smart casual - no trainers, please - and try to avoid open toed sandals too !

Period bus operator uniforms are acceptable too, provided they fit, are clean and are neatly pressed. Please also ensure that you display your TM@S name badge at all times as this is a requirement under the English Tourist Board's Charter. If you have not been issued with a badge, or it needs upgrading/ replacing, then see myself or Chris Proctor to arrange a replacement. Thank you in advance for your co-operation.

#### **Annual Driving Licence Audit**

All members that currently drive or operate trolleybuses, motorbuses and ancillary vehicles under our fleet insurance are reminded that they are required to produce their driving licence to the Traffic Manager for annual audit at the start of the new operating season, and certainly before they drive at the Museum this year.

#### **Vehicle Cleaning and Preparation**

Both the Extravaganza event (to be held over the Spring Bank Holiday weekend) and 'Gathering '09 (at the end of July) will require a major effort to

enable our operational vehicles to be excellently presented for our visitors. Therefore, volunteers will be needed to help prepare and shunt vehicles in the days leading up to these major events, and to assist putting them away afterwards ! If you are able to lend a hand, please let myself know via [traffic@sandtoft.org](mailto:traffic@sandtoft.org) or Chris Proctor via [operations@sandtoft.org](mailto:operations@sandtoft.org). Thanks !

## **RECENT MUSEUM VISITORS**

### **Bruce Lake**

Following an internal North Lincolnshire Tourism meeting last October, they decided that it would be a good idea to hold a number of industry familiarisation visits to attractions in North and North East Lincolnshire. They therefore put together four itineraries that would be offered to attractions and accommodation providers in the area - free of charge - so that having visited an attraction, they would then be able to on-sell the attraction to their visitors in an effort to increase the length of time visitors stay in the area, as well as increasing the amount of money they spend.

Fortunately for us, The Trolleybus Museum was identified as an attraction to visit. The proposed date was Wednesday, 18 March. Now, obviously we hadn't opened by then, so we were on the point of turning down this opportunity when it was realised that good old Graham Bilbé would be still there after the Board meeting and the LRTA talk (see page 9), doing preparation work for the new season; thus we agreed to do it.

Around a dozen North Lincolnshire attraction representatives duly arrived for their 40-minute visit, accompanied by representatives of the Tourist Boards. We gave them a ride in Newcastle 501 (it's the easiest one to get out, having traction batteries), and a short tour around the Museum site. They arrived and left bang on time, as their itinerary had apparently been worked out to the minute, and they were to visit several places in the same day. They thought our Museum was well worth a visit, so hopefully, they will spread the word !

The Friends of Beamish had booked to come to The Trolleybus Museum on Friday, 3 April. Being a booking for 81 people, this was obviously worthwhile. Having sorted out enough staff, we waited for their arrival, which they duly did, in two coaches at around mid-day.

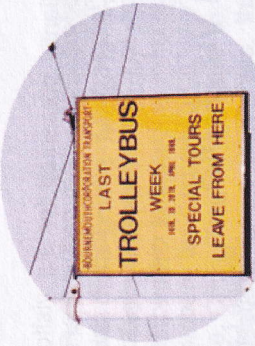
We split them into three groups, so that a group would just about fit in the café. One lot went to eat, another did the trolleybus ride and went in the prefab and lecture theatre, and the third did the depot tour. After 30-40 minutes they all changed over until they'd all done it all. After that they chatted or wandered about on their own.

All the visitors I talked to were impressed with us. They also commented on the quality of the buffet - indeed, someone said it was the best they'd had on any of their similar trips. It was ably prepared by Gill Ferris, assisted by Janet Metcalfe, and it went very well with the staggered sittings.

Quite a few were "taken back" by their trolleybus ride (in Newcastle 501 of course), some even having lived on the route its destination blind was set for (Walker - wherever that is !). They also liked our 1950s displays in the prefab and shop windows. I'm sure that this was due to the fact that 99% of the

# BOURNEMOUTH 1934 - 1969

All photos by Doug Barrow



Last Trolleybus week sign  
Bournemouth Pier 19 April 1969



Southbourne Cross Roads 5 January 1969



303, 278 & 298 at Tuckton Bridge 19 April 1969



Seen from 202 - 212 & 246 Ceremonial Procession 20 April 1969



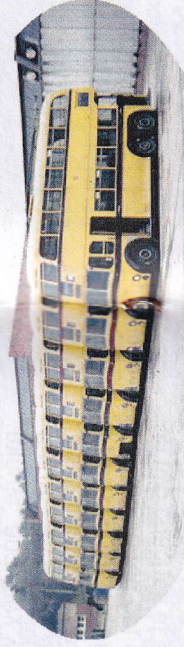
297 at Bournemouth Pier 19 April 1969



296 and 202 Pokesdown 25 August 1968



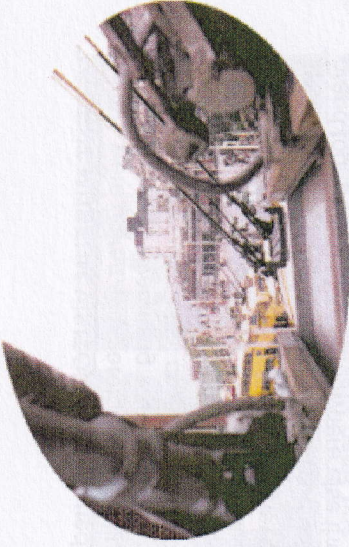
Tuckton Bridge 19 April 1969



Withdrawn BUTs at Millard Road Depot



VH6217 Millard Road Depot 5 January 1969



Part of Ceremonial Procession (from top of 202) Bournemouth Pier 20 April 1969



Christchurch turntable - giving 234 a push



Huddersfield 631 & Bournemouth 283 at Carbery Road 24 November 1968



## RECENT MUSEUM VISITORS (Continued from page 13)

visitors were retired and therefore these things rang a very large bell with them. They examined everything we have, some even asking to see the Bicycle Shop as they were bike collectors themselves. The *Trolleyshop* did some trade as well, selling a number of souvenirs as well as the odd book and video. Unfortunately, we couldn't easily get South Shields 204 out, as it was right at the back of the depot, but they went to have a look at it anyway.

They left after 2 hours and a bit, en-route for Epworth Rectory as part of their grand tour (they'd been somewhere else the previous day and were moving on to the Lincoln area that night).

## TROLLEYBUS ANNIVERSARIES

Compiled by Geoff Welburn

### April to June

#### Systems Opened

70 years since Brighton Corporation opened on 1 May 1939

60 years since Glasgow opened on 3 April 1949

#### Systems Closed

50 years since Hastings service operations ceased (31 May 1959), with a ceremonial closure on 1 June 1959

40 years since Bournemouth closed on 20 April 1969

## VEHICLES REPORTS

**Cleethorpes 54:** (Report from Bruce Lake) Most of the electrics on 54 have been in place for some time, but the job was left unfinished with many "loose ends" – literally!

Andy Fieldsend asked me to finish the HT connecting up, and I have had a few sessions on 54 since the middle of last year. The biggest part was wiring the master controller, where many of the terminations are made. This took some sorting out as it wasn't obvious what was completed and what wasn't. Cables were run for the compressor and governor, but it wasn't until Saturday 28 March this year that the final connections were made to the compressor. Steve Harrison's 600 volt "green box" was attached and the compressor was fired up. This was certainly a milestone as it is the first item on 54 to operate under its own power for many decades!

There isn't much left to do on the HT side now - broadly, the leakage testing cables need to be finished, the resistance banks need terminating and the traction motor connections need to be made: it is hoped that these things can be finished this year so that 54 can be tested under power again!

**London RT 3323:** (Report from John Shellard) The initial work on 3323 was undertaken by Mike Hirst, whose first task was to totally rebuild the cab and its very complicated timber framework.

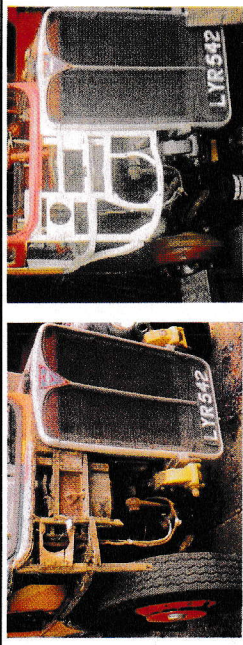
It is only when you see the intricacy of the timberwork on an RT that you begin to realise how interwoven its design was with that of wonderful aircraft like the Wellington, the Halifax and the Spitfire. There is very little timber or metalwork on an RT that is straightforward or can be replaced by something "off the shelf"!

Brian Maguire took on replacing the main timber filleting and panelling and I did what I could by stripping paint and re-building the interior bulkhead. As work progressed,

we were joined by John Crossley and Brian Waldren and from time to time assisted by Ian Metcalfe, Andrew Pearson, Peter Rowell, Geoff Welburn, Tony Ferris, Nick Broxholme and other Sandtoft members.

Structurally, there was very little of 3323's bodywork that did not need replacing: underneath the panelling there was nothing but rot and rust.

An RT body is designed for the upper saloon to be removable from the lower saloon and on the Park Royal body that 3323 has, it is held together by a number of brackets and cant plates. The cant plates were completely rotten,



And, in all but one bay, holding nothing together. The other main supporting brackets were also weakened and rotten and most of the timber-work was rotted away: in fact, it was probably more luck and rust than structure that prevented the top deck leaving the bottom deck on a corner. Over the past 5 years, the team has gradually removed and replaced almost the entire timber

framework, made and replaced all the cant plates and replaced or repaired all the supporting brackets on both decks and 3323 is now a sound, solid and safe structure upon which the new and repaired panels can be fitted.



It is amazing how many hours of work are involved in the time-consuming replacement of small, but vital, structural bits with very little to show for all the hours and days spent, then you reach a stage where you can fit a panel and then people say "it's coming on a bit isn't it?"

Between RT3150 in PVS's yard, the St. Helens RT chassis and the skilled welding of Martin Ridge, a full set of window pans was gathered for both sides of the bus and fitted. As panels were replaced or new ones fitted 3323 lost its multicoloured appearance and has begun to look more like a London bus again. In the last few weeks, the destination boxes have all been repaired and had new glass fitted to them. The upper deck emergency exit door has been removed, repaired, re-framed, re-glazed and re-fitted. It has taken 5 years to get this far and there is still much to do, but RT3323 is returning to its former glory. Work will soon start on replacing the interior panelling, re-ximing the lower saloon trim panels, repairing and replacing the flooring and fitting the seating.



Sandtoft joined in a recent (and probably the last) group order for the original RT moquette from Holdsworths who made all the London Transport moquette. Usually hidden in the depot, 3323 drew much attention on the twilight running night in November, especially when it was displayed with its lights on. Among the Reading visitors on site were a number with London Transport connections

and experience and we were delighted at the positive reception the restoration met with. It was nice to hear we were doing something right.

Thanks are due to all those who have helped us get this far and those who will continue in the restoration task - and to anyone I have missed, my apologies and thanks!

## DUE AT THE BUS STOP

### JOHANNESBURG 589

Francis Whitehead  
*Even since the last edition of Sandtoft Scene appeared, a most exciting addition to the Sandtoft "fleet" has burst onto the scene - a Johannesburg trolleybus, no.589.*

The Trolleybus Museum at Sandtoft is delighted to announce that, quite unexpectedly, it has acquired a 1948-built BUT 9641T (3-axle) trolleybus with MCCW double deck bodywork and English Electric electrical equipment that served Johannesburg Municipal Transport for 26 years and which is virtually identical to London Transport's famous SA3 class. No.589 arrived in the UK on 24 April 2009.



589, well patronised, speeds out of Johannesburg on its way to Parkhurst in early October 1973 on a non-European service: a trolleybus service for whites only also ran the same route. Note that no registration number is carried.  
*Photo: Francis Whitehead*

The events that led to no.589 joining the Sandtoft collection happened at breath-taking speed and 589's safe arrival in England is the culmination of a lot of concentrated effort and much generosity by a small, dedicated and diverse band of trolleybus enthusiasts.

Two amazing coincidences occurred during November last. The first one took place at, of all places, the home of the London Transport Museum's reserve collection, Acton: two enthusiasts were separately looking through photographs of trolleybuses at the London Trolleybus Preservation Society sales stand during an open day when one casually observed to the other (who was admiring a shot of a London SA3 trolleybus) "I know of one of those that needs a new home". It turned out that these two gentlemen, John Shearman and John Allen, actually knew one another from old, and a discussion ensued within earshot of LTPS member, George Moon, about how an ex-Johannesburg trolleybus, painted in Durban Corporation livery, was about to be made homeless in Durban because the lease on its open air museum home was shortly to be terminated because of proposed redevelopment. Earwigging George joined in the conversation and discovered that the trolleybus in question was the very one that the LTPS had purchased back in 1978, but which it had, unfortunately, not been able to move the 370 miles to Durban for a free passage to the UK. The three decided to find out more, with George raising the subject with the LTPS.

The second of these coincidences involved me. Bruce Lake had had an enquiry asking about the whereabouts of a Johannesburg trolleybus that had featured in an old copy of *Trolleybus Magazine* as belonging to the LTPS. Bruce knew that I had been to South Africa back in the 1970s, so asked me what I knew. Unsure of all the details, I offered to phone a friend who I thought would know. When I rang John Shearman, he was utterly flabbergasted that I was enquiring about a trolleybus that only a couple of days previously he had been discussing at Acton (John, it turned out, was the admirer of the SA3 in that photograph!). Still not over this coincidence, John told me what had happened and filled me in on that trolleybus in Durban and its apparent plight.

Clearly, Steve Collins is not the only stupid person interested in old trolleybuses, because I found myself offering to help find out how feasible it might be to bring this trolleybus to the UK in what we agreed should be a united effort involving, as necessary, all the various British trolleybus groups. Exactly how and what happened after that will have to be related another time. Meanwhile, more about 589 itself, and the trolleybus types it represents:

The decline of tramways and the development of the trolleybus in Britain during the 1930s in particular, were being mirrored, to some extent, in various British overseas territories, amongst them, the Union of South Africa, where Cape Town, Durban, Johannesburg and the capital, Pretoria, all had growing trolleybus systems, utilising British-made double-deck trolleybuses from various manufacturers. During 1939-40, both Durban and Johannesburg placed orders for more trolleybuses: the outbreak of the Second World War and subsequent German U-boat activity eventually caused a halt to be called on many exports from Britain, and, of course virtually all manufacturing was stopped in favour of war-effort and other essential production. The construction of vehicles was affected by all this, but there seems to be no clear overall picture of how and what, as emergency regulations, controls and dispensations, enemy action, the commandeering of factories, the availability of materials and a growing shortage of labour all conspired to complicate supply.

Durban's order was for 42 Leyland TTB5 3-axle trolleybuses, whilst Johannesburg's was for 30 AEC664T type; both cities had specified near identical MCCW bodies. 17 of the Leylands managed to get away before exports were stopped, but the balance of 25, along with the entire Johannesburg AEC order (some of which had not even been started), were prevented from being completed or being shipped.

Without going into complicated detail, suffice it to say it was decided to divert the "stranded" South African trolleybuses to London Transport, which was given dispensation to operate them, as the bodies were 8'0" wide (7'6" being the maximum permitted at that time). London designated the "Durban" vehicles as classes SA1 (nos.1722-1733 with GEC equipment) and SA2 (nos.1734-1746 with Metro-Vick equipment), and the 18 "Johannesburgs" (nos.1747-1764 with English Electric equipment) as SA3: the other 12 from the original order for Johannesburg were never built. The SAs were all allocated to Ilford depot, releasing the Bournebeam Sunbeam MS2 stock (like our own no.99) that was on loan at Ilford to return home or be dispatched to other operators and also allowing "standard" trolleybuses to be re-allocated to other depots on London's system.

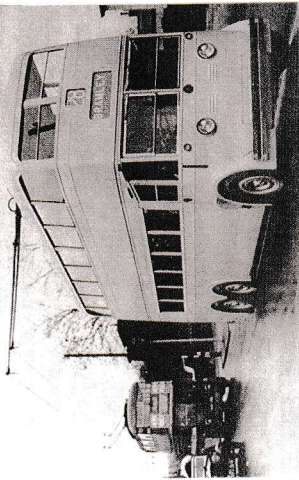


One of London's SA3 class, no.1751, is seen at Barkingside on 5 August 1959, 13 days before withdrawal.  
Photo: John Shearman

Essentially, very little was changed on the SA trolleybuses from their original specifications to run in London. Readers are recommended to study Hugh Taylor's excellent book *London Trolleybuses - A Class Album* for more information about these vehicles and their operation in London. A few Leylands were taken out of service earlier, but the SA classes as a whole were

withdrawn when Ilford depot closed as part of London's trolleybus abandonment programme, on 18 August 1959. None survived into preservation.

Once hostilities had ceased, Johannesburg Municipal Transport wanted their order met; indeed, they increased it from 30 to 45, and these trolleybuses (virtually identical to the SA3 class) were delivered from mid-1948 as the BUT9641T marque. This was an AEC-designed chassis, and, interestingly, the Johannesburg batch (at least) were actually assembled at Leyland's Ham works in Surrey. Only one trolleybus



An official view of Johannesburg 564 on test at Hampton Court in late 1947 prior to export

Photo: MCCW (TM@S Library)

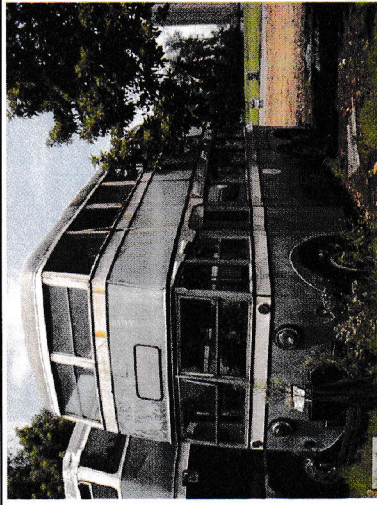
was bodied (by MCCW) in the UK - no.564, the first of the batch (chassis no.9641T001) - and this was tested under London's wires in the Hampton Court area, apparently in grey primer or undercoat, in late 1947. The bodies of the other 44 were sent to South Africa in kit form as parts, and assembled at Port Elizabeth by Bus Bodies (South Africa) Ltd. The upper and lower decks were built separately (but inclusive of seats and other internal fittings) and transported by rail to Johannesburg, where the two decks were fitted to each other. It is not known at the moment who did this latter work - Bus Bodies or JMT. A set of official photographs shows that at least one of the batch (no.580) was assembled complete (including finished paintwork) at Port Elizabeth, then separated and loaded onto the railway wagons.

### Johannesburg Trolleybus no.589

Chassis	BUT 9641T (three-axle), built to AEC design at Leyland's Ham (Surrey) factory
Chassis Number	9641T026
Tyres	12.00 x 20.00 on all axles
Electrical Equipment	English Electric SD (operating voltage: 550/ 600 volts DC)
Traction Motor	English Electric EE410B (125hp)
Brakes	Footbrake: Rheostatic, then Air (Westinghouse equipment) Handbrake: Mechanical to all four rear wheels
Bodywork	MCCW metal framed (6-bay) double deck, assembled by Bus Bodies (South Africa) Limited
Body Layout	H40/31D (Rear staircase, air-operated front folding doors - exit only)
Dimensions	Length (excluding bumper bars): 30'0" Width: 8'0" Height (over trolley gear): 15'8"
First Licensed *	7 June 1948
De-licensed	1 July 1974
* Trolleybuses in Johannesburg did not carry registration numbers; they were always referenced by their fleet numbers.	

This batch of trolleybuses, numbered 564 - 608, formed the backbone of the city's fleet for many years - some lasting as long as 30 years in service (589 actually lasted 26 years), a credit to BUT, MCCW and JMT ! Of course, they were in service during South Africa's apartheid era: in Johannesburg, most of the municipally-operated 'bus routes actually had separate services for Europeans and for non-Europeans, with 'buses dedicated to either the European or the non-European services and with separate bus stops and timetables. It is not clear whether buses and trolleybuses "swapped fleets" or were (mostly) permanently allocated. Certainly, in 1973, when I visited Johannesburg, no.589 was running on non-European services (indicated by a small, green-background/ white script, fold-down notice, front and rear, and on the nearside, next to the rear platform). Six of the batch were converted to one-man-operation (European services only) in the early 1970s, having the rear platform closed, the front entrance widened and the staircase moved to the front; the front bulkhead was modified to allow the driver to collect the fares; trolleybuses from subsequent batches were similarly converted later.

No.589 was withdrawn from service on 1 July 1974 and placed in store. Hugely impressed by these fine vehicles during a visit to Johannesburg in September/ October 1973, Tony Belton later approached JMT to purchase one for the London Trolleybus Preservation Society's collection. JMT agreed, selected 589 as being in the best and most "original" condition, and in early 1978 put it through their Works to return it to working order and for a re-paint - all for £200. The project featured in the Johannesburg press, but, despite having managed to arrange free shipping to England, the plan failed at the last moment as it proved impossible to arrange the 370-mile tow to Durban in time for the arranged sailing. JMT then stored 589 for a further period and it subsequently went to Midmar Historical Village in a Natal National Park (about 100 miles from Durban) where it was placed on display along with two Johannesburg motorbuses - a 3-axle Guy (based on a Sunbeam S7A chassis) and an AEC Regent V and a



589, masquerading as a Durban trolleybus and looking very shabby at the (by then closed) DHTS museum site in Durban in early January 2009.

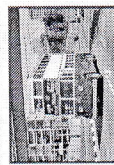
Photo: courtesy Kevan Mardon

selection of vintage cars. In 1994, the Village closed and the three Johannesburg vehicles were donated to the Durban Historical Transport Society, which subsequently leased some land in Durban and opened a small open-air transport museum.

589 is a survivor, and we, at The Trolleybus Museum, are thrilled at being able to ensure its continued survival. In addition to its own background and history and its association with London outlined above, it

represents many hundreds of exported British trolleybuses, is an example of the export of successful British engineering design, and illustrates also the strong links that Britain had with its Empire. Without any doubt, it fits the Museum's acquisition policy and fills a gap, not only in our collection of historic trolleybuses, but also in the overall collection within the UK.

The Board has agreed the Johannesburg 589 Group which has overseen the acquisition and movement of 589 to the UK should be its project manager for fundraising, restoration and maintenance. A dedicated website, [www.johannesburg589.com](http://www.johannesburg589.com) has been set up which will be regularly updated, and a ring-fenced bank account opened to accept donations and meet costs and expenses associated with 589. The trolleybus is complete mechanically and substantially complete electrically, although it will need completely recabling. A massive amount of bodywork restoration is required though, as 30-plus years in the open air have taken their toll on the structure. It is expected that the bodywork will be carried out in the south, before coming to Sandtoft for mechanical and electrical work. The 589 Group has set a £100,000 target to have the vehicle totally restored and aims for completion and running by May 2012, which is the 50th anniversary of the closure of the London trolleybus system. In that connection, 589 will become, superficially, a "London SA3" – but, rest assured, the *bodywork* restoration will be to its Johannesburg specification, meaning that it will revert to being the Johannesburg trolleybus that it actually is after a reasonable interval.



Very unexpectedly, we now have a most interesting vehicle in our collection. 589 now desperately needs YOUR cash to get it restored. Donations, big or small, single "one-off" or regular monthly payments are needed.

**PLEASE WILL YOU HELP ?**

Francis Whitehead will be pleased to hear from you – write to him at the Museum address

**DEAR 'SCENE**

*Dear 'Scene*  
I thought I'd write to tell you that I really love your new website. I liked the old one too, but I think the new one looks so much better and more user-friendly. I also think the new logo is excellent.

I've only visited your museum once, as I live in London, but I hope to visit again very soon. I really enjoyed my visit and was made to feel very welcome. Your volunteers were friendly and willing to answer questions and share anecdotes.

I'd like to offer my congratulations and gratitude to all those who work so hard to keep the trolleybuses running and to ensure that the museum continues to evolve.

*James Morgan (London)*

+++++\*\*\*\*\*

*Dear 'Scene*  
In his address, printed in *Sandtoft Scene* no.72, the President asks "Could Sandtoft be the venue?" (for a UK trolleybus test route) and goes on to say that "...adapting for higher speed running...would cause problems, because

our existing overhead is good quality traditional, whereas modern trolleybuses need fully flexible wiring."

I accept that this idea would present financial problems, BUT, surely the Museum needs to display the modern trolleybus and its equipment (which includes overhead) as well as the old.

Isn't the answer to have a mix of wiring styles, some modern and some traditional, with speed limits and other restrictions on the latter and, possibly equivalent restrictions on the former if there is incompatibility with certain types of boom/ trolleyhead. If this can be arranged (and clearly it is a very long-term idea) and can be so arranged that each type of vehicle has some sort of "circuit" available, it would seem, for several reasons, to be the way forward.

*Andrew Turner (Bromsgrove)*

**REVIEWS**

**DVD – No Trolleys Round the Square**

Bournemouth's Trams and Trolleybuses on Film  
*Published by Online Video*

**£18.00**  
**(Postage £1.00)**



Opening with the early days of Bournemouth's tramway system, which operated on 3'6" gauge track, and following the system's development (including the introduction of overhead wire electrification in place of the trams' conduit electrification), this excellent DVD programme then mentions the Corporation's decision to seek powers to operate trolleybuses and the creation of a short experimental route of just over 1 mile - between The Square and Westbourne - on which 4 different trolleybuses were operated. All four trolleybuses used are seen, three of them (including the single-deck one, which carried a blue livery), in action.

Bournemouth Corporation obtained trolleybus-operating powers in 1930 and following the success of the short experimental route the Corporation decided to scrap the trams over a period and an order was placed for 18 Sunbeam MS2 double-decker trolleybuses (which were delivered in 1934). The official opening of the first trolleybus route, to Boscombe, was on 22 June 1934 and on 7 June 1935, the first of the Richmond Hill (a 1 in 8 steep climb away from The Square) routes was opened.

The early film includes a ride on the top deck of one of the trams (all of the trams were open-topped ones) and very interesting film, some of it colour film from 1935, of early transport (including trams, trolleybuses and Hants & Dorset motorbuses) in the town centre area. Following the last tram's operation, ten trams were sold to the Llandudno & Colwyn Bay Electric Railway, and the programme includes sequences of some of these trams on that system.

The development of the trolleybus system is covered, with the delivery of further Sunbeam MS2 trolleybuses, and in 1937 there were 33½ miles of route. An interesting feature in this part of the programme is the single-decker

trolleybus, used in the trials, seen in action in Bournemouth Corporation's yellow livery. During the days of trolleybus operation, the ½d toll which tram (and for a while, trolleybus), passengers were charged - with special tickets issued - to cross Tuckton Bridge, over the River Stour, was abolished. Wartime cuts in services saw a number of Bournemouth trolleybuses helping-out on other systems (e.g. London and Wolverhampton) and following those loans, some of these vehicles helped-out on other systems before returning home.

A successful and proud system with well-maintained vehicles and excellent overhead wiring, the Bournemouth system continued happily for many years after World War 2 and new vehicle deliveries (plus the purchase of 7 vehicles from the former Brighton system) saw upgrades to the fleet. However, in March 1963, the Corporation decided to replace the trolleybuses over a period of 15 years - this was shortened, in 1965, to replacement much sooner - and the subsequent demise of the system is seen. Visiting preserved trolleybuses which had previously been operated on other systems were welcomed by the Corporation (which had a friendly and positive approach to enthusiasts) and brief views of some of these trolleybuses on tour in Bournemouth are featured... as is Sunbeam MF2B no.300's tow away from Mallard Road Depot, en-route for Walsall, where it was to be evaluated for the type's possible use on that system. I couldn't help but chuckle at the chap running after the Scammell towing vehicle and 300 after taking photos of the departure, as it was me (in my much-younger days) trying to catch up as I was part of the towing crew! Some articles about trolleybus tows - I was involved with a number of them - will, with the editor's permission, be featured in a future issue(s) of *Sandtoft Scene*.

The Bournemouth system's closure, the trolleybuses having had a very fitting "funeral", completes a very interesting and informative programme. Excellent value and highly recommended! This DVD is available from our *Trolleyshop* at Sandtoft.

Doug Barrow



### **BOOK - Bournemouth Trolleybuses**

*Written by David R.H. Bowler*

*Published by Trolleybooks in 2001 (OUT OF PRINT)*

**Original cover price £27.50**

*This book may only be available from second-hand sources*

I can think of at least five publications (there could be more!), of varying sizes but all very interesting and informative, dealing with Bournemouth Corporation Transport and in particular the trolleybus system - so have opted to review David Bowler's *Bournemouth Trolleybuses*, which was published in 2001 as part of the *Trolleybooks* series, to mark the 40th anniversary of the system's closure. This book sold out quickly, but from time to time copies appear on the second-hand market.

David Bowler (he is also the author of *Nottingham Trolleybuses*, another title in the *Trolleybooks* series, and a review of that book will appear in a future issue of *Sandtoft Scene* - ed.) undertook a tremendous amount of research in preparing a very comprehensive record of Bournemouth's trolleybus system. With 264 pages of text, maps, diagrams and photographs - and fold-out back-to-back maps

(inside the rear cover) of the tram and trolleybus systems - this is surely the definitive work on Bournemouth's trolleybus system.

Beginning with a "setting the scene" chapter with information about the town's history and, in due course, the introduction of public transport, the reader is taken through the growth of the tramway system (and an early proposal for an electric railless traction service for Sandbanks, Poole and Westbourne). An unregistered, advanced double-deck trackless trolley vehicle was demonstrated, on trade plates, at the Tramways & Light Railways Congress held in Bournemouth in June 1922 - a photograph of the vehicle appears in the book - and this vehicle was later sold to Leeds Corporation, entering service in Leeds in January 1924 (and withdrawn by 1 January 1926, and scrapped a year later).

The Bournemouth Corporation Act 1930 received Royal Assent on 1 August that year and authorised the operation of trolley vehicles and omnibuses within and beyond the Borough and the discontinuation of the Corporation's tramways. A trial trolleybus route between Bournemouth Square and County Gates (Westbourne) was established in 1933, and in addition to the four different prototype trolleybuses hired for assessment, London United's trolleybus no.61 made a brief appearance on the experimental route during June of that year. Continuing, the book covers comprehensively the development of the trolleybus system and its subsequent operations - and likewise the decision to discontinue trolleybus operation, the various route and vehicle withdrawals and the eventual closure (when the trolleybuses were given a fitting send-off).

Fifteen detailed appendices - covering matters such as trolleybus fleet details, working timetables, destination/ service number displays, the services operated during the system's lifetime, power supply and the generating station, traction poles, enthusiasts' tours, legal powers, wiring layouts and other topics - complement the well-written and informative text.

















It's hard to believe that Bournemouth's excellent trolleybus system - with its friendly staff, well-kept vehicles and excellent overhead wiring - closed 40 years ago this month, and I remember well the many pleasant visits to travel on the system (whether on service vehicles or special tours). This excellent book is a fine reminder of an icon of the past, and I hope that when it considers future publications the *Trolleybooks* Panel will consider a reprint of this popular book. If you haven't got a copy please have a look at the second-hand market, because, as I mentioned earlier, copies turn up from time to time... and if you are a member of your local public library, you may be able to borrow a copy through the Inter-Library Lending Service.

..Doug Barrow


### **RUNNING DAYS IN 2009**


Gates open 11.00 am to 5.00pm unless stated otherwise

Saturday 2 May	Bus	May Day Trolleydays
Sunday 3 May	Bus	With Morris Minor Rally on Monday
Monday 4 May	Bus	
Saturday 23 May	Bus	40th Anniversary Extravaganza
Sunday 24 May	Bus	celebrating 40 years of The Trolleybus Museum
Monday 25 May	Bus	

Saturday 13 June	 <b>Trolleydays</b>
Sunday 14 June	
Saturday 27 June	 <b>Trolleydays</b>
Sunday 28 June	
Saturday 11 July	 <b>Trolleydays</b>
Sunday 12 July	
Saturday 25 July	 <b>Gathering Preview</b> (open 11.00am to 10.00pm) With real ale beer tent and twilight trolleybus services
<b>Sunday 26 July</b>	 <b>Gathering 2009</b> (open 10.00am to 6.00pm) Large selection of trolleybuses in service, visiting vehicles, transport bazaar, real ale beer tent, live music, craft stalls and more.
Saturday 8 August	 <b>Blue's and Two's Weekend</b>
Sunday 9 August	 A variety of visiting emergency vehicles. fire & rescue displays & demonstrations throughout the day
Saturday 29 August	
Sunday 30 August	 <b>Six Wheeler Weekend</b>
Monday 31 August	
Saturday 12 September	 <b>Trolleydays</b>
Sunday 13 September	
Saturday 26 September	 <b>Model Weekend</b>
Sunday 27 September	 Featuring model trolleybuses, trams and trains and working layouts
Sunday 18 October	 <b>St. Leger Rally</b> St. Leger Historic Vehicle Rally starting from Doncaster Aircraft Museum, transport-related sales stands and parades of historic vehicles at Museum.
Sunday 15 November	<b>Twilight Trolleys</b> (open 11.00am to 6.00pm) Trolleybuses operating after dark
Saturday 12 December	 <b>Santa Days</b> (open 11.00am to 4.00pm)
Sunday 13 December	 Children can visit Santa

#### Key to Bus Services and Links:

 denotes Isle Coaches service 291 at 11.00am from Doncaster Interchange connects with free Museum bus at Epworth. Return at 4.10pm to connect at Epworth with Isle Coaches service 399 to Doncaster (where it arrives 5.35pm).

 denotes FREE bus service from Doncaster Interchange direct to The Trolleybus Museum. Departs Interchange, Bay C5, at 12.00noon. Return departs Museum at 4.00pm (journey time approximately 40 minutes).

#### Admission Rates for Non Members:

Adults £5.00, Concessions £3.00, Family (2 Adults + up to 4 Concessions) £15.00

**On days shown on dark red background:**

Adults £7.00, Concessions £4.00, Family (2 Adults + up to 4 Concessions) £20.00, and **Special Extravaganza Event Weekend Ticket: Adults £13.00, Concessions £7.50**

**On Santa Days (shown on blue background):**

Adults £3.50, Children visiting Santa £5.00, Concessions (and Children not visiting Santa) £3.00

**Note: Concessions are defined as Children aged 5-15 inclusive, Adults who are aged 65+, Persons who are Registered Disabled and their Carers and NUS members (Categories shown in blue may be requested to provide proof).**