

# SANDTOFT SCENE



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

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

**FRONT COVER PICTURE:** No fewer than 16 trolleybuses pose in glorious sunshine in Sandtoft Square on the morning of Sunday, 24 May 2009 prior to the second day of our 40th Anniversary Extravaganza: all 16 operated on each day of a truly memorable Bank Holiday weekend *Photo: Stewart David*

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**



Well, here we are again at another 'Gathering: to my mind, they are coming round far too quickly these days, but we can look back with pride on the open days we have had so far this year. Without doubt the most spectacular was the 40th Anniversary Extravaganza. If you missed it, you certainly missed a treat. I hope that we can find a reason to do it again. Whilst on the subject, we must remember that an open day like this takes a lot of organising and time by many people - we owe them a great big thank you for doing so.

In this edition of *Sandtoft Scene* we take a little breather from the *Route to Sandtoft* to allow Steve Collins time to catch up with some of the comments that have been made on his Plumtree articles. You will also see information from Bruce Lake, our Company Secretary, who, with a small team, is working very hard to achieve the status of Museum Accreditation for our Museum. He needs your help, not only as a volunteer but just as importantly, to build up a schedule of members' "real world" experiences. Please read his article and send in your details - it all helps and does not commit you to anything.

Finally, as I have said before, I am always interested in your experiences. Bob Ashton has supplied me with copies of very early Sandtoft postcards. If you have any memories about the creation or development of our Museum, or about trolleybuses in general that you would like to share with us, please let me know.



## AROUND THE BOARD

..... from **Bruce Lake, Company Secretary:**

As you will be aware, we are currently putting together our submission for Museum Accreditation, which supersedes and upgrades the Museum Registration status that we obtained some years ago.

One of the requirements that we have only just learned the implications of, is that of staff experience: accreditation requires that we have a schedule of volunteers with a summary of their "real world" experience, including significant training courses they have attended and, of course, training they have received at the Museum (both at the Museum and courses because of the Museum).

The reasoning behind this is two-fold: firstly, it demonstrates that the Museum has sufficient volunteers with relevant experience or training to meet the Museum's responsibilities; and secondly, at any time in the future we may be faced with a problem - a legal one for example, or an engineering one - and the idea would be to consult the schedule to see if we have any volunteers with relevant experience who might be able to assist in resolving the problem; alternatively, they may be able to point the Museum in the right direction to sort out the difficulty. If we don't know who has what experience, then we would have to go outside, possibly at great expense, whilst there is someone internally who could have helped.

To this end, we need to collect this information: access to it will be limited and not available to just anybody, as some staff (not unreasonably) may want to keep such data confidential.

I am asking you to please provide a summary of your experience and background so that we can hold this on file. It is planned that new volunteers will be asked to fill in a form when first working for the Museum in order to collect this data - something we should really have started a long time ago. Note that you don't have to work at the Museum to be potentially useful (like the legal problem, for example), so please respond if you are a member, even if you do not come to the Museum. It should also be pointed out that you will be under no obligation in the future to assist if a problem in your field arises - you can always say "No !" You may be too busy with your career, or don't feel able to discuss a particular case.

If you are willing for us to hold this information, then please reply with the following:

- Name
- County of residence (so we know roughly where you come from)
- A summary of past and/or present working experience (not a whole CV - just broad statements (e.g. production manager, electrician, bus driver, social worker, accountant etc.) and more than one if you have changed careers)
- Significant qualifications, plus training and courses attended from work (include such things as degrees and apprenticeships, 5-day H&S course, first aiding, customer relations course etc.)
- Tasks you have been trained for, or have done successfully, at the Museum (we may know these, but we might miss some so include

everything you can think of - e.g. conducting, mechanical maintenance, food preparation, tour guide etc.)

- Courses you may have been on for the Museum (e.g. first aid, collections management, grant applications etc.)

If you are unwilling for us to hold this information, then please still reply saying so, such that we can avoid asking you again. Some of the above will be better than nothing. I look forward to your reply, please send to me at the Museum address, or email [brucelake@sandtoft.org](mailto:brucelake@sandtoft.org).

Thank you for your attention, and continued support.

..... from **Graham Bilbé, Chairman:**

I would like to heartily thank everyone who assisted in preparing for and running the superb Extravaganza event - I have received so many favourable comments from visitors. We clearly struck the right note! It really was a great credit to all of us - site team, engineering, traffic, café and commercial - absolutely everyone worked their socks off to make a truly great and memorable event. Several visitors have already asked if/when we are going to do it again - maybe on a smaller scale next year, but any suggestions for future events will be welcome. I think what most people appreciated was the intensity of the operation - there was always something moving. Positive comments have also been received mentioning all the little improvements on site - tidying up the gardens etc., etc., and how much better the whole Museum looks as a result. A great credit to the site team - well done! I'm not generally going to single people out - it was a great team effort - but I will just mention Tony Ferris and Nick Broxholme, who really did work extremely hard to prepare the route across to the new entrance on the preceding Friday - heavy work but absolutely essential to get people in. A special thanks to them. I've also been delighted with the comments received about the dinner - I've already provisionally booked for next year - but we might need a bigger bus!

It remains to be seen whether the success of Sandtoft40 will impact on Gathering attendance - but I think the great publicity that is in various magazines may actually prompt even more to come and visit us in July. We shall see..... Thanks again to every one of you - it truly was a fab weekend!

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

The Extravaganza event was first suggested back in late 2007, when trying to finalise our events list for 2008. We had a whole bank holiday weekend (May Day as it happens) without a theme. With our operable trolleybus fleet at its largest ever, I wondered about the possibility of running an event where we ran as many as possible. I rang around my colleagues to discuss the viability and, lo., the Extravaganza was born! Plans for the 2008 event were to operate 10 vehicles each day, which we thought was a stretch but the weekend proved very successful. Indeed, my strongest memory of that weekend was doing a stint as car park marshal; fitting cars into every single imaginable gap, between trees and even extending into the picnic area. In total 580 passed through the door that weekend, which is the best May Day weekend I have on record but doesn't come close to the Reading event back

in 2006. During planning for the 2009 season, we recognised the need to celebrate our 40th anniversary year with a special event, and so we opted for the Extravaganza event. During the discussion I noticed Engineering Director Graham Bibé making a list of numbers: he then stopped and proclaimed that we could run 15 trolleybuses each day....

When 23 May 2009 came around, the visitors were queuing at the door by 10am. We used our new admission arrangement for that weekend, with the admission till located in the purpose -built admission building (although you'll probably know it better as the sweet and ice cream shop). Visitors were parking their cars on an area of Whites Farm land recently occupied as car storage. Since the admission building was being used for its original purpose the sweet and ice cream shop was re-located to the former admissions area at the end of the *Trolleyshop*: it is likely now to remain there until the ex-Skegness "hut" is completed and commissioned.

The rest, as they say, is history! I hope that most of our members were able to attend the Extravaganza at some point over the weekend. I spent the whole weekend working on the admissions till and so, as usual, saw very little of what was going on, but I was able to take in the amazing atmosphere that was generated over the weekend. I lost count of the number of people who passed on their compliments about the event and The Museum as they left. I have found it hard to sum up what a wonderful weekend it was, but I have put together some facts and figures which might help:

- 852 visitors passed through the doors over the weekend. This now sets the record for best-attended bank holiday weekend, beating the Reading weekend in 2006 by almost 200 people
- Over £8,000 in revenue was generated
- On average, each customer spent £11.35 during their visit (including admission)
- We set out to run 15 different trolleybuses each day of the event and, in fact, ran 16 on two of the three days
- There were 207 trolleybus journeys over the weekend - 57 on Saturday; 71 on Sunday and 79 on Monday
- On average, over the whole weekend, we operated a trolleybus every 5½ minutes during opening hours
- There were a total of 2,814 passenger journeys over the weekend
- The most ridden-on trolleybus on Saturday was Glasgow TB78; on Sunday it was Nottingham 506 and on Monday it was Rotherham 37
- Rotherham 37 was the most ridden-on trolleybus overall during the whole weekend.

In general terms, our visitor numbers up to the end of May are up 22.74% on that time last year. This is impressive indeed but this is not a like-for-like comparison since we had an additional operating weekend in April 2008. On a like-for-like basis, our visitor numbers are up 37%!

And finally, whilst planning events for 2010 and 2011, my draft notes for one event read "maybe just run 10 trolleys for this": before May 2008, running ten

trolleybuses was unheard of. Now, after proving we can run 16, running 10 trolleybuses suddenly doesn't seem a big deal!

Our success is a result of all the hard work on and off site by our staff. So, once again, a big thank you to everyone involved and I hope our success continues for the next 40 years and beyond.

## THE ROUTE TO SANDTOFT



Steve Collins catches up with others' comments and contributions to this feature....

I would like to compliment everybody who has been involved with the latest issues of *Sandtoft Scene*, the quality of both the content and the production (particularly the photographs) is remarkably high for an enthusiast magazine, well done.

In view of some of the items recently printed, I feel a few comments from myself are in order to clarify several details and clear up one or two misconceptions.

Firstly, the letter from Jim Sambrooks in issue 71 concerning Nottingham 493's journey to Sandtoft in March 1970: that there are still people connected with Sandtoft who, quite by chance, witnessed events nearly forty years ago, is in itself a remarkable achievement. Admittedly the realisation that I have now known Jim for nearly forty years, did come as rather a shock to the system. As one gets older it is better to avoid jolts like that if at all possible (as in the case of seeing "The Pain" of Plumtree fame on the early evening television news in 2005 - most distressing).

Jim mentions Paul Tucker, Mike Dare's cousin, who acted as a kind of unofficial site caretaker in the early days, and who, sadly, is no longer with us. Many of the newer members will not remember Paul, and I am glad Jim has put in a word to remind the rest of us about his contribution - he was a nice chap, always ready to help when needed, often at very short notice - a true Gentleman.

I am not quite sure exactly what stance Jim is taking when he lists some of the derelict vehicles we Men of Nottingham have, quietly and without ceremony, inflicted on the collection. He neglects to mention Rotherham 74, Bradford 842, Nottingham 251, and West Bridgford 25, yet includes Mexborough 34. I wish to state once and for all, that Mexborough 34 is nothing to do with me or anyone else from Nottingham: Mike Dare blamed me for it on more than one occasion, mainly, I think, because it turned up in the middle of a running day, only two weeks after Nottingham 367 - and he still hadn't recovered from the shock of seeing that. Be that as it may, I admit to the other vehicles he quotes, but 34 - never. (If the real culprits will stand up and be counted, we can perhaps put this one to bed for good. I am not going to name names, over to you).

Jim's final point is Mike Dare's concern regarding derelict trolleybuses standing on piles of bricks. We are all products of our upbringing, and I know for a fact that Jim comes from Sunderland, in the north east of England, where he presumably grew up steeped in the rich culture of that part of the world. In Nottingham, we were taught things like thrift, honesty, respect for authority, and not taking the Mickey out of people who were less fortunate than we were.

In my formative years, Nottingham buses all carried little red boxes in which people could put uncollected fares - and they did - that's how things were. Jim however, comes, not from Nottingham, but as I said, from the north east, where influences were somewhat different - mass unemployment, civil disorder, hunger marches, keeping coal in the bath and setting fire to dustbins, to name but a few. In the early days of Plumtree all we had to stand buses on were bricks, and not new ones either, but reclaimed ones still with bits of mortar stuck to them (and glad to get them I can tell you). By the time Jim put Walsall 864 round the back of the shed, the level of affluence throughout the country had improved to such a degree that he was able to use railway sleepers, which are of course, better. One other point that Jim has not considered is that prior to the advent of Dr Beeching, railway sleepers still had rails fastened to them, and as such were out of our reach. The thing is, that to all but the most pedantic observer, a bus stood on sleepers, bricks, wheel rims or axle stands, looks much the same - it has no wheels - which is, of course, what Mike was concerned about, not the actual materials used to achieve the end result.

The second thing upon which I would like to comment is Philip Jenkinson's *Route to Sandtoft* article in *Sandtoft Scene* no.72:

I always enjoy Philip's contributions, as I know very little about the HTPS, and the reasons why they took on Nottingham 506, and its trials and tribulations between leaving Nottingham and arriving at Sandtoft. His description of the aftermath of the vandalism it suffered is particularly graphic: it must have been soul-destroying at the time, and it is a credit to them that everything was put right. In his article he mentions a place called Ingrow that I cannot remember hearing about in any context other than something that happens to toe nails. Most informative.

I was also impressed with the fact that Philip was the person who rang the bell when 493's wheel was working loose while on tow on the motorway in 1970. I can remember the incident very well, but Philip's part in the matter had, alas, faded into the mists of time. I am pleased he has set the record straight, and extend to him my sincere thanks, I will be forever in his debt, as I shudder to think what would have happened if he had just looked blank when Norman started shouting at him, and hadn't done anything. Something else I would like to put on record, which is unrelated to these events, is that later in 1970, the WRTS took Bradford 558 to the Robin Hood Rally in Nottingham, and I hitched a ride with them for the road run. During the rally, Philip taught me the correct way to pronounce the place name Slaithwaite, and though I have never been to Slaithwaite, and don't even know where Slaithwaite is, one never knows when such information may prove useful.

In conclusion, I would like to state to the entire membership, that as well as being among the Hairiest of Men, Philip Jenkinson writes a good article, knows his place names, and is ready with his finger when required - thanks LV. (For the enlightenment of others, here's how to pronounce the name Slaithwaite - 'Slaith' rhymes with "Cow", and is followed by "it" - SL-OW-IT.)

## NEWS BULLETIN

### Vacancy

We require a member who is willing to take on a new role of Staff Training and Development Officer.

This position at the Museum would be to formalise our arrangements with regard to the training and development of our volunteers, and co-ordinate training within our organisation. It has been recognised that this is a weak area for us which could jeopardise our Accreditation application. Generally, the holder of this position would be required to:

- record the previous experience of our volunteers
- recommend training for particular members
- identify and try to fill gaps within the training of our team of volunteers

He/ she would also need to be able to encourage experienced members to teach other volunteers some of their skills, either by a "classroom" approach, "on-the-job" or any other suitable method, and record any such training as it occurs so that a database (not necessarily computerised) of skills within our organisation can be maintained.

He/ she will also need to design and introduce a "new volunteer" form so that the experience and interests of new members can be captured and recorded on the database.

The position could be tailored to the abilities and available time of a suitable person and developed accordingly.

Please contact Bruce Lake (see page 2 for contact details) in the first instance if you are interested in the position, or would like to discuss it further.

### Pipe Laying at the Café

A new grease-trap and pumping system has been installed for the café sink waste. This was identified as being necessary following a recent routine Environment Agency visit. The effluent is now pumped into the main septic tank near the toilet block: the new installation required "Graham the Diggerman" and operatives to come and do a lot of trenching and pipe laying. An added bonus is that a nasty bump in the roadway over an old trench reinstatement from the centre grass to the memorial garden area has been eliminated.



Photos: Bruce Lake

The photographs show (left) the grease trap (blue) in place, with the pump housing (black) still to be installed, (centre) the existing trench across the concrete roadway, dug out to take the new pipe, awaiting re-installation, and (right) the scene being surveyed by Steve Harrison and Tony Ferris.

## RECENT RUNNING DAYS AND ACTIVITIES

*The first TDE runs smoothly*

*(report from Bruce Lake)*  
The first of the new-style TDEs (Trolleybus Driving Experiences) was held at the Trolleybus Museum on Monday 15 June. The idea is for keen would-be drivers to come to the Museum and pay for the experience of taking the wheel of one or more of our trolleybuses for a day. We knew that this was a long-standing desire by many of our visitors, but we had no idea how many would apply. We agreed some dates and Aiden Proctor set about marketing it on the website and in our 2009 leaflet. Before the first date, and before a wheel had turned on the project, effectively all the slots we had allocated for the year had been taken up! This was both a success and a concern - it meant we had generated quite a bit of interest, but we hadn't tried it out yet! The concern was that on previous occasions where driving had been allowed, we had had some alarming situations - drivers trying to keep going after they had de-wired, drivers unable to steer, drivers with no idea of how fast they were going, and the like - trolleybuses are big vehicles! This time we set about a much more formal and structured approach with dire warnings at the start that if the participants did not follow their instructors precisely, their experience would be terminated. As it transpired, the three participants of the first session (with 5 guests between them) were more than willing to be taught and gain the maximum from the day's experience. So, Gary, Richard and Nigel turned up in time for coffee and biscuits in the café before David Shepherd and I did an introductory briefing in the Lecture Theatre. We then looked at their first trolleybus (Maidstone 72) and assisted with its earth leakage test. There was then time to do a run with each participant as a conductor to introduce them to the overhead and frogs etc. before a great buffet lunch back in the café.

The afternoon was spent starting each driver off in 72 for some slow inner circuits, before graduating onto the outer circuit, trying out Reading 144, and attempting to turn in Sandtoft Square. We had no de-wirements or accidents, but did have a couple of "trying to go the wrong way at frogs" incidents - fortunately the candidates were stopped before anything untoward happened.

The afternoon training was rounded off by each driver doing several "service runs" around the whole circuit in both trolleybuses before they were presented

with their TDE Certificates. They all went away very happy to have achieved so much in such a short period of time, and their guests (who only had to pay for their lunch) were also pleased to have visited and ridden around behind their particular driver (after it was considered safe to do so!). So, thanks to the helpers on the day - the café staff, the conductors and the behind-the-scenes staff, who helped to make it worthwhile for the Museum. Hopefully, all the TDE days will go like this, and they will become a "normal" part of life at the Museum.

## TROLLEYBUS SYSTEMS

**HASTINGS: 1928 - 1959**

Doug Barrow Hastings - a name which, for many people, instantly conjures up the scene of a major military skirmish in 1066 AD. Apart from the famous battle, Hastings is also known as a seaside resort with a pier, two funicular railways (the West Cliff lift, with a gradient of 1 in 3; and the East Cliff lift with a gradient of 1 in 2.8 - Britain's steepest), and a small, but active, traditional fishing industry. Transport-wise, the town is known for its narrow-profile steam-hauled railway coaching stock, and latterly the British Railways-built narrow-profile "Hastings" diesel-electric multiple units, which were needed to operate through the narrower-than-usual tunnels on the railway line between Tonbridge and Hastings. Hastings' tram and trolleybus systems are probably not as well known. In 1905 and 1906 the juxtapositioned towns of Hastings and Bexhill welcomed the arrival of tramway services; plans for an electric tramway were first put forward in the latter part of 1897, but subsequently there were, for a while, rival parties seeking to implement their respective schemes. The Hastings Tramways Company was founded in 1900 but it wasn't until 1905 that the first tram services started, as construction difficulties had arisen, and in the intervening years between 1900 and 1905, Hastings became one of the first towns in the country to have motor buses. The tramcars, in an unfurnished state, were conveyed by rail to Hastings Station, then taken by road to the nearest point where they could be lowered onto the tram track and taken to Silverhill Depot for completion.

As Hastings Council had, from the outset, opposed the erection of overhead wiring along the seafront route between the Memorial and West Marina, the Dolter stud-contact system of current collection was used along the seafront instead of poles and overhead wires (this section of route was completed at the end of 1906). In the meantime the initial tramway route installation was inspected by Board of Trade officials and the first public services started on Monday 31 July 1905. That first day was not without mishaps - a steam roller rolled some flints into the track at one point and caused a tramcar to be derailed; a man painting one of the poles received an electric shock and fell from his ladder (but fortunately wasn't seriously hurt), and some passengers had alarming experiences when their seats became too hot to sit on and the tramcar filled with smoke due to the "resistance of the machinery which would wear away in a few days"! Other parts of the system were opened subsequently, and in 1914 the Company fitted some of its trams with petrol-electric equipment as the Dolter current collection system had proved

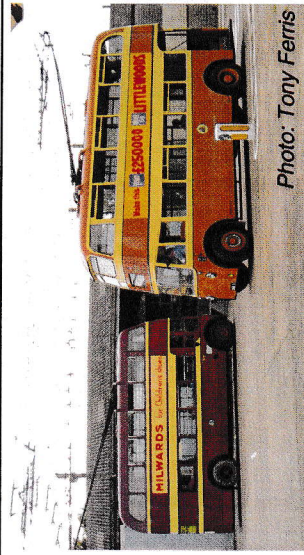


Photo: Tony Ferris

unsuccessful: overhead wiring along the previously-unwired section of the seafront was completed in March 1921.

Originally, the Company generated its own electricity supply in a power station at Ore, but in 1935 the power station was closed and power was then obtained from the Hastings and Bexhill Corporations' Electricity Departments and much later, from the South Eastern Electricity Board.

In time, the Company sought, and eventually obtained, Parliamentary approval for the operation of a trolleybus system, and 58 Guy three-axle trolleybuses were purchased to replace the 65 trams: 50 of the trolleybuses were centre-entrance, Ransomes-bodied single-deckers, and the other 8 were Dodson-bodied, open-top/ open staircase double-deckers. The inaugural trolleybuses ran on Sunday 1 April 1928 and the final stage of the route conversion from tram to trolleybus took place in early 1929. Three extensions of the overhead, provided for in the scheme, were opened in 1930-31.

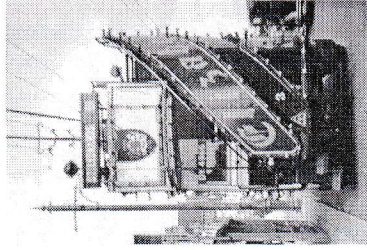
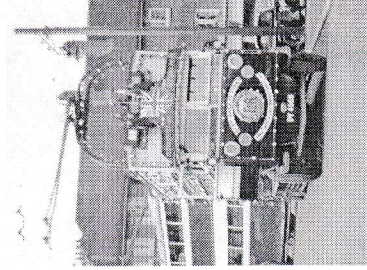
Maidstone & District Motor Services Ltd. purchased the undertaking from the Hastings & District Tramways Company in November 1935, and the tramway company's maroon and cream livery was replaced by the M&D dark green and cream, though the trolleybuses continued to carry the Hastings Tramways name. Twenty Weymann-bodied AEC661T 2-axle, double-deck trolleybuses with English Electric equipment were ordered in 1939: the first of these was delivered in 1940. The AECs, with some of the older trolleybuses, served the town through the war years; another 25 double-deckers - this time Sunbeams with BTH electrical equipment and Weymann bodies - were obtained in 1946-47. Many of the single-deckers were sold during the war years, to Nottingham (Hastings nos.9, 18, 19, 24, 40 & 51) in 1941, nos.11, 13, ??, 35, 38 and 57 to Derby in 1942; and nos.16, 29, 47, 48, 52 & 53 to Mexborough & Swinton in 1943. In 1956, with further fleet replacements and overhead equipment renewals looming, the M&D company promoted a Bill to wind-up the statutory Hastings Tramway Company and replace trolleybuses with motor buses; the Bill also sought to repeal the compulsory purchase powers, of the local authorities, contained in the original tramways and early trolleybus legislation. Following the Bill's enactment, the Hastings Tramways Company ceased to exist (on 30 September 1957) and the trolleybuses then wore the M&D name. Early 1959 saw the submission to the South Eastern Traffic Commissioners of a comprehensive scheme for new services in the two towns of Hastings and Bexhill, with a fleet of new Leyland Atlantean diesel buses ordered to replace the trolleybuses. The last public trolleybus journey operated on 31 May of that year with no.28 working the final service; on 1 June, the new motorbuses took over; so ending a pleasant, part-urban, part-rural, part-seafront trolleybus operation. A ceremonial procession featuring open-top Guy no.3 ("Happy Harold"), Sunbeam no.34 and a new Leyland Atlantean bus, travelled over part of the system on 1 June 1959.

Many of the Sunbeams were sold, following the closure, to other operators for further service - Bradford bought nos.21-30, 40 and 45 (they became nos.804-815 in the Bradford fleet), Maidstone bought nos.32, 34, 35, 42 and 43

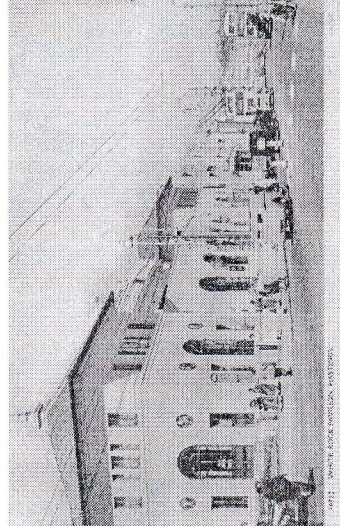
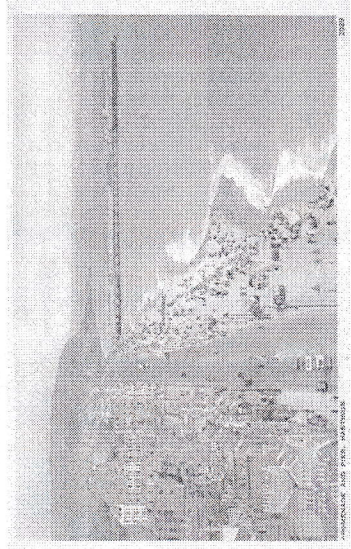
(becoming nos.85-89 in the Maidstone fleet) and Walsall bought nos.31, 33, 36-39, 41 and 44 (nos.303-310 in the Walsall fleet).

The 1928-built open-topper, no.3 (latterly 3A) had survived long enough to become a museum piece and was put back in service - specially decorated and illuminated - in Coronation year, 1953; it then continued in service every summer, running between the Fish Market (shown as "Fishmarket" on the destination blinds) and St. Leonards. After the system's closing ceremony, 3A was fitted with a Commer TS3 2-stroke diesel engine so that it could continue summer working.

Happily a few Hastings trolleybuses still exist: dieselised no.3 continued in service with Maidstone & District for several years (I well remember a 3-hour private-hire trip on this fine old vehicle, from outside London's Victoria Station to Maidstone - for a trolleybus tour of that system - and the steady return trip - which included a stop in a lay-by on the A20, Swanley by-pass to try out the vehicle's decorative illuminations - back to London) before being placed in the care of an enthusiast group for ongoing preservation; no.34, which had been the ceremonial last trolleybus on 1 June 1959 and which became Maidstone 86, has been restored in the green and cream livery it carried for many years and is presently in store at Carlton Colville's off-site store, whilst two of the Guy



All photos this page: Doug Barrow collection





**SANDTOFT AT 40**  
**Extravaganza - 23-25 May 2009**



Photos by David Needham & Doug Barrow



single-deckers remain - no. 45 (withdrawn as no.46 after a re-numbering scheme, and for many years used as a ticket office at Hastings Coach Station), and the one that was possibly no.57, which latterly became pat of a dwelling and is now at Sandtoft awaiting restoration.

Sadly I never saw the Hastings trolleybus system, but on my visits to the town in 1966 I was pleased to encounter no.45 as an office and find on sale (in shops, at normal prices) postcards including overhead wiring and some featuring trolleybuses; some of these old cards, plus photographs friends have given me, accompany this article. There are still some wall-mounted wiring roses on buildings, and one or two traction poles may still exist. Thankfully we can still enjoy seeing the Hastings system in action on DVD (Online Video's *Hastings Trolleybuses* and Video 125's *Trolleybus Archive*), and the system is also featured on some now-long-discontinued VHS commercial videos.

I acknowledge with thanks the following sources of information which I have used (along with details I have gleaned over the years) in the preparation of this article - *The Maidstone & District Motor Services Ltd.* By Hail & Farewell, *British Trolleybus Systems* by J. Joyce, J. Stanley King and A.G. Newman, and *Trolleybus Trails* by J. Joyce.

## DEPARTMENTAL NEWS

### TRAFFIC OFFICE

from Stewart David

### 40th Anniversary Extravaganza

We had a very busy and enjoyable three days over the Spring Bank Holiday weekend of 23-25 May to mark the 40th anniversary of our Museum. A huge amount of hard work was put in by our workshop and engineering team to enable us to operate an amazing 16 trolleybuses on each day of the three-day event: the service line-up consisted of Bradford 746 and 792, Glasgow TB78, Huddersfield 619 and 631, London 1812, Maidstone 56 and 72, Newcastle 501, Nottingham 493 and 506, Reading 113, 144 and 181, Rotherham 37 and South Shields 204. We undertook over 50 earth leakage tests over the course of the weekend - and not one single vehicle failed!

We performed 57 passenger service trips on Saturday, 71 on Sunday and 79 on Monday - a total of 207, and carried an amazing 2,814 passengers too, with Rotherham 37 being the most ridden-on trolleybus (carrying some 240 passengers - not all at once though!) We experienced very few problems mechanically or electrically, with the exception of 56 and 792 - the latter being sorted out on the Sunday; we clocked-up over 200 miles of service running and just two dewirements to entertain the visitors. We also managed to train and pass-out two new conductors too, so congratulations to Jen Mitchell and Andrew Howe.

To conclude, a BIG thank you to all the traffic and engineering teams for a really superb effort in preparing, servicing and operating a record-breaking number of vehicles, making our 40th anniversary celebrations a real success.

## VEHICLES REPORTS

**Glasgow TB78** spent the weekend of 27-28 June on display at the Crich Tramway



▲ Leaving for a weekend at Crich  
Photo: Stewart David

Friday, 26 June 2009, the first  
time TB78 has seen a tram for 47  
years!  
Photo: Mike Crabtree

Village as a guest for Crich's 1950s weekend event. It left Sandtoft on the Friday, returning on the Monday.

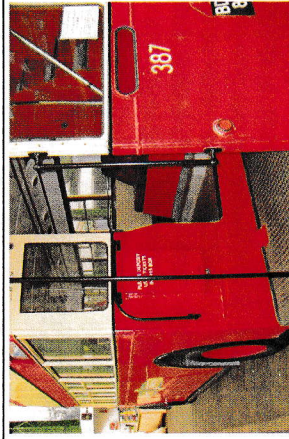
### Nottingham 367 and Bradford 758 (Report and photos by Bruce Lake)

The photograph shows Nottingham 367, and illustrates the progress that Steve Collins has made on the offside framework (it took some persuading to get him to be in the photograph!) Steve will be adding the waist rail shortly, so it will then be in a similar state to the nearside.



Parked at the side of 367 now is Bradford 758, which Steve has agreed to work on for the BTA (this is why 758 has been re-positioned in the depot). The BTA would like 758 finished for 2012, which is the 40th anniversary of the Bradford system's closure.

**St. Helens 387 (Report from Geoff Sandford)** 387 has returned to Sandtoft: it left its home town on 28 April. I find it hard to believe a year has passed since its arrival in St. Helens. The sad thing is, it probably will not return to St. Helens again for a long time to come.



The platform bulkhead has now been completed. Paintwork has been finished and new transfers added as appropriate. New platform grab rails have been made and two are fitted already: the third will be fitted by the time *Sandtoft Scene* is printed. They are in black, as they were when 387 was delivered new and the cost was quite reasonable. The platform now looks very different to the rusting mess it use to be!

Other work carried out includes the lower deck window pans, which have been re-painted, and some of the black lining, which has been re-done to halfway up the trolleybus. In addition, the guttering above the upper deck emergency door has been re-painted. Whilst doing the window pans, the black window rubbers have also been smartened up with a lick off paint. On the upper deck, the centre aisle matting has been re-painted after many years of neglect.

For the first time since its preservation, I have had new transfers made to add to the lower saloon in the form of NO SMOKING and SPITTING PROHIBITED; on the top deck, SPITTING PROHIBITED has also been added. I am looking at the possibility of adding the hackney carriage number issued by St. Helens Council, and fleet numbers in the lower saloon. I have also had made some new St. Helens Corporation transfers and crest for the side panels, together with gold fleet numbers, ready for the day 387 has been repainted. The next big job will be the stairs. Arrangements are in hand to make the new cab support beam for the chassis: this will be fitted in due course, when 387 will need to be in the workshop for a couple of days.

Finally my thanks to all those at St. Helens who assisted on 387 - in particular, St. Helens Transport Museum members Shaun McGarry, Neil Cox, Dave Williams and Colin Evans.

**Bradford 558** (*Report from Geoff Welburn*) To repair the crack on the nearside rear chassis, it was necessary to weld in a section of steel over the crack. Credit must be given to Brian Waldren for this task. All the timber inserts for the panels and window pans are in place and a start has been made in replacing the rotten floor boards downstairs. Overhaul of the eight remaining window pans still to be fitted, along with the associated sliding windows continues at home.

**Johannesburg 589** was moved from its temporary storage to undercover accommodation in Reading on 11 June. A body pillar has been removed from the offside lower deck to use as a pattern for replacements. Restoration work should start in earnest shortly.

## **COULD THESE BE ARRIVING AT THE BUS STOP ?**

.... from Francis Whitehead, as Development Director

Part of moving our Museum forward is to consider future exhibits and exhibitions and formulate our policy on the subject. We are celebrating our 40th Anniversary this year - an amazing achievement - and, as covered elsewhere in this issue of *Sandtoft Scene*, marked the occasion over the Spring Bank Holiday weekend in grand style. Even during fairly early times at the Museum, we gathered together a small selection of overseas trolleybuses - Aachen 22, Liège 425 and Limoges 5 - and they have been joined by Porto

140, Marseille 202, Lyon 1704 and now, Johannesburg 589. These "foreigners", in their own individual ways, illustrate trolleybus history, development, classic design, curiosity, and, of course, overseas cultures. They are all important in our endeavours to tell the "Story of the Trolleybus", something that effectively is implied in our Mission Statement.

The story of the trolleybus, as far as the UK is concerned, virtually stopped in 1972 with the final closure of the Bradford system, but the story carries on elsewhere in the world, just as it started and there were initial developments elsewhere in the world. The UK made a significant contribution to design and development, paralleled, echoed, copied and taken further in many other countries over the years. Even before the last of Britain's trolleybuses were built, advances were being made elsewhere with trolleybus technology, whilst the fortunes of trolleybus operation, country to country, have varied greatly.

We have an outstanding collection of historic trolleybuses at Sandtoft to illustrate the story, with an ever increasing number having been beautifully restored. Yes, most of them are British and most of us members are essentially enthusiasts of British trolleybuses. Nevertheless, foreign trolleybuses have their place in a museum like ours. In the early years of trolleybus preservation, it was often individual enthusiasts who acquired the trolleybuses (normally "favourite vehicles"); societies and associations acquired their vehicles on (more often than not) a more structured basis to amass "collections" of one sort or another. The evolving museums effectively took on most of these specimens (what else could one do with an old trolleybus?). Some years later, we, at Sandtoft, took stock of what we now term the "Museum Collection" and identified "gaps" in the collection that, if at all possible, ought to be filled. These gaps covered age and history, significant design development, manufacturers and operators and looked broadly at how more recent technology could be represented - witness the addition of Marseille 202, with its thyristor controls, transistor circuitry and air suspension, to our fleet.

From time to time, our vehicle acquisition policy is reviewed, particularly in relation to how the Museum and its audience are developing. We are now finding that as we become more and more known around the globe, there are more and more offers being made of trolleybuses from foreign lands, interestingly, many now from further afield than Europe: our acquisition policy has to be developed to more robustly address this phenomenon. It is not easy.

As already said, the trolleybus story is actually a global one. It is not necessarily our remit to preserve trolleybuses from all over the world: we are, after all, a British museum with (not quite entirely) British supporters (i.e. you, the members) and a very high percentage of British visitors; there is also a growing number of transport museums and collections world-wide that include trolleybuses. We must not jeopardise our British trolleybus collection in any way, but at the same time, should we not be able to present the trolleybus story with trolleybuses from all over the world? it would add another dimension to our Museum. If so, (and aside from also having adequate appropriate spare parts), then how should we select those specimens? On

technical grounds, possibly including compatibility with, and/ or likely ease of maintenance for, the Museum? On design concept or operational practice grounds? On geographical grounds? "Classic" bodywork appearance or ubiquitous design from the country or region concerned? Curiosities? Pure historic interest? Condition? Relative ease of getting them to the UK? Just because they are being offered and/ or sponsored? Or a combination of some or all of these reasons? A further consideration has to be due regard for other overseas trolleybuses preserved elsewhere in the UK: interest, and the relatively high cost of moving overseas trolleybuses to the UK, does mean that duplication (even in broad terms) is best avoided.

Clearly, cost alone, whilst very effectively limiting the quantity of what might even be considered, is not a scientific way of determining what should or should not qualify for inclusion in our collection or, rather, identifying what we should aspire to having.

So what examples from overseas should we be considering? We need to fill the gaps we identified years ago – such as a British "export" single decker, an articulated trolleybus, a full dual-mode trolleybus, a trolleybus with trailer, and, as time goes on, a "low-floor" trolleybus and (if our technical wizzos can handle it) a fully electronically-controlled trolleybus. Most likely, these latter types would probably come from European operators, representing ubiquitous styles/ marques, but the world-wide angle also needs addressing – it is ambitious, but not impossible to consider representatives from each of North and South America, the former Soviet bloc and maybe even China. The ideal would be for these examples to be as representative as possible of trolleybus/ bus design and appearance of those regions: for museum purposes it would be good to be able to obtain older vehicles from these places but the chances of succeeding in that (and getting something in fairly good and operable condition) are going to be somewhat remote!

The nature of any vehicle acquisition (and then preservation) project is such that it needs to be adequately funded and resourced. There are various ways that can be achieved, but different projects may warrant different approaches and solutions. One thing is certain: without support, this Museum cannot, alone, underwrite much in the way of acquisition/ restoration – it needs benefactors, partners, sponsors and the like to ensure such things can happen. It can, however, help manage the logistics of acquisition, and assist by providing a home for the vehicles it wants to have as its exhibits; also, through its members' know-how, it can (hopefully) get and keep those vehicles operable. The fact that donations can be gift-aided is a bonus, with up to a quarter of an acquisition project's cost (if funded entirely by individuals' donations) that can be made up from tax reclaim by the Museum – which, if we are all determined, makes many of the projects outlined below even more achievable.

Possible candidates to fill several of the gaps in our "wish list" have been identified in recent months. That so many have manifested themselves in a relatively short period of time is curious and definitely not planned! Below is a brief résumé of the trolleybuses that we could acquire.

### Wellington (New Zealand) 82

This is a 1964-built BUT RETB1 single decker with MCCW BB42D+20 body and English Electric equipment (EE410 motor).



82 was withdrawn from service in 1986 and is currently in the care of the Omnibus Society of New Zealand, being owned by NZ Bus Limited. As quite a number of other Wellington trolleybuses are in preservation (there seem to be 15 from the same batch as 82!), no.82 has been offered to us. Prior to export to New Zealand, this particular trolleybus was tested (25 November 1963) on the Walsall system, so is of particular interest to us in the UK. The body appears to be quite sound, but it does need some tidying up and a complete repaint. 82 fits well into our acquisition criteria, being a British "export" single decker; it is also a Leyland-designed BUT – a type not in our present collection. New Zealand couldn't be further away, so the cost of shipping etc. will be substantial. We are currently discussing possible sponsorship for getting 82 back to Britain, but this may come to nothing and any other offers of funding – we may well need to provide match-funding (and/ or practical help) are invited – please contact me (see page 2 for my contact details).

Not quite 2 for the price of 1 .....

### Auckland (New Zealand) 109

There are many trolleybuses "in preservation" in New Zealand, and some have doubtful futures, the problem being lots of "duplication" and hence too many for the museums and active personnel there. Amongst the trolleybuses positively under threat and possibly available for disposal to another museum is Auckland 109, a 1958 BT-H equipped BUT RETB1/2 with 8'6" wide, 34'11" long Park Royal B454D+43 body that was supplied from the UK in CKD form and assembled by the undertaking. This trolleybus was withdrawn from service in September 1980. We are not at all sure of the condition of 109's body framework – the paintwork is badly crazed as we believe it has been stored outside for a substantial period of time. The interior is dirty, needs considerable paintwork attention but seems to be complete apart from a few seats/ squabs. If anyone is seriously interested in this worthy trolleybus, please contact me – but be quick, as I am now advised that it will be broken for spares at Auckland in the very near future otherwise.

### A Volvo B10M-58 from Arnhem (Holland)

An interesting opportunity exists for us to be given one of Arnhem's 1990 Kiepe-equipped Volvos (nos.172-182) with Den Oudsten B36D+45 bodywork straight out of service. Arnhem is the nearest trolleybus system to the UK, so

Timescale: 6 - 12 months

Timescale: Urgent!

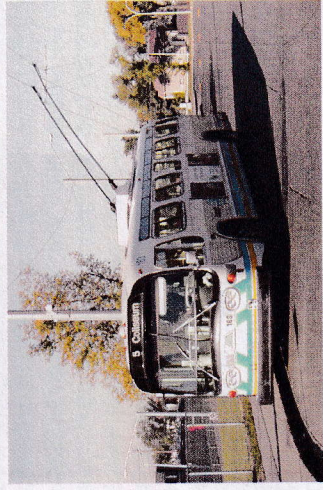
Timescale: 4 - 6 months

transport to Sandtoft (probably via Hull) should be straightforward and not too expensive ! The very helpful and enthusiastic staff at Connexion, the Arnhem operator, plan to select the Volvo in the best condition, once the new, replacement trolleybuses are in service later this year. One of these fine, modern trolleybuses represents European development following on from the French ER100 design of the late 1970s: Kiepe still manufacture trolleybus electrical equipment, and Volvo still build buses (but no trolleybuses recently). Financial assistance to transport a Volvo to Sandtoft is sought. There is not much time left before a decision has to be made as to whether we can go ahead with his project. Contact Bruce Lake.



**A GMC from Edmonton (Canada)**  
It has long been a goal to obtain a North American trolleybus for Sandtoft, as Canada and the United States had many large trolleybus systems and some distinctive, even "classic", trolleybuses. Examples of most, if not all, of the older (i.e.1940s-mid '50s) classic designs are in preservation: any that might be available to us, though, are in dilapidated condition. The opportunity to be given a 1981 GMC type GM T6H design trolleybus by Edmonton Transit is currently being assessed by Bruce Lake. Originally, 100 of these trolleybuses, with BBC (Brown Boveri of Canada) electrical equipment, were built (all for Edmonton), of a style similar to thousands of late 20th century North American diesel buses, with the "go-faster" sloping window pillars and fluted aluminium sides. A number of these trolleybuses were refurbished in service and with the Edmonton trolleybus system having closed (on 2 May 2009), it is one of these (clearly in serviceable condition) that is being considered. Bruce, who is well advanced in investigating the logistics and cost (not cheap !) of moving a trolleybus from Edmonton (which is to the western side of Canada) to Sandtoft is hopeful of getting private funding - i.e. at no cost to the Museum - and would be pleased to hear from anyone prepared to financially support or become a partner in this thoroughly worthwhile project (see page 2 for his contact details).

*Timescale: within 3 months*



**A Skoda 9Tr**  
The Czech-built Skoda 9Tr 2-axle type trolleybus was built between 1961 and 1979 and saw service with a huge number of Eastern European systems. Their numbers are now dwindling fast, so soundings are being made to see if one could be sourced for our Museum. We did try to secure a coupled pair of 9Trs from Riga (Latvia) in 2001 but they were scrapped before we could complete negotiations. The ubiquitous 9Tr probably had the largest production run of any trolleybus type world-wide, with nearly 7,500 built (including variants), and as such richly deserves to be represented at Sandtoft. Anyone interested in supporting the acquisition of a 9Tr should contact Graham Bilbé (see page 2 for his contact details). Very encouragingly, there has been a positive response in the past couple of weeks to an initial enquiry for one of the 9Trs that operate on the renowned 56-mile long Simferopol - Yalta line over mountains in the Crimea (the world's longest trolleybus route), some examples of which Graham describes as "veritably superb !". The timescale for procuring a 9Tr could be anything between 1 and 3 years (maybe more), so there's a bit of time to save up for one !

*Timescale: 1 - 3 years*



**Hong Kong 701**

This experimental trolleybus was converted from a 1994-built 3-axle Dennis Dragon motorbus with Duplex Metsec body in 2000/1 and was used in trials by Citybus between 2001 and 2004 to ascertain whether double-deck trolleybuses should be introduced in Hong Kong and possibly elsewhere in mainland China. In the event, despite some glowing press reports, nothing came of the experiment and the vehicle was abandoned at the depot, waiting for its 15-year depreciation period to run out (September this year).

*Timescale: 3 - 6 months*



701 (that was its number as a motorbus - it didn't have one as a trolleybus) has an auxiliary diesel engine, air conditioning, automatic poling/de-poling equipment and electronic and electrical equipment by Ansaldo. It is understood that some of the electronics may need replacing, but this needs to be confirmed.

Please contact Bruce Lake if you would like to help recover this fascinating experimental trolleybus to the UK for preservation (see page 2 for his contact details). If there is sufficient interest and financial backing, enquiries will be made as to whether 701 might be made available to our Museum.

The continuing development of our Museum is most important and having appropriate exhibits to put on show and operate for our visitors is essential. Over the years, we have considered quite a number of possible overseas acquisitions as they have become available and have rejected most of them because we did not consider them suitable. We do believe that the foregoing trolleybuses would be ideal and most useful in complementing and enhancing our collection. Not taking them will mean that the gaps in our collection will be more difficult - some, impossible - to fill in the future, so we seek your backing to make this happen.

One final thought - with a collection like that, we could stage our own international 2012 event .....

### **DEAR 'SCENE**

*This is one of several similar appreciations we have received from our TDE candidates:*

*Dear 'Scene*

*My wife and I would like to say a big thank you for the fantastic day we had on 29 June at the Museum. Everybody made us welcome and my life's ambition was fulfilled to drive a trolleybus. David Shepherd and Bruce Lake made us feel at ease and their tuition was first class. Even those behind the scenes were eager to show us how things worked and the time it takes to restore a trolleybus back to full working order again, and finally we would like to thank the ladies for putting on a fantastic buffet.*

*Please could you send a big thank you to them all for making it a great day. Thanks again.*

*C Woodward (Blackpool)*

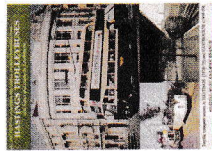
### **REVIEWS**

#### **DVD – Hastings Trolleybuses**

Hastings' Trams and Trolleybuses on Film  
*Published by Online Video*

**£18.00**

**(UK Postage £1.00)**



A view of the preserved 1928 former trolleybus "Happy Harold" in action opens this programme, and introduces a feature about the Hastings tramway system (which opened in 1905 and preceded the trolleybus system by 23 years). The opening, early days and operation of the 3' 6" gauge tramway system are recalled, and there is a photograph of trams using the Dolter surface-contact electrical system - which proved unsuccessful - on the seafront section of route (Hastings Council had objected to the installation of overhead wiring on that section).

The move to replace the trams with trolleybuses is explained, and there is an

interesting selection of ciné film scenes of the trolleybus system's opening on 1 April 1928, with a procession of open-top double-deckers, watched by a crowd of spectators. Other film from the early days includes a view of single-decker no.57 in action (this is thought to be the ex-Hastings Guy which became part of a house in Essex before being acquired for preservation and transfer to Sandtoft to await restoration); and a demonstration, by a single-decker, of the reverser in the overhead at the Hollington terminus. The replacement of this reverser, by a loop, in 1947 was the only wiring alteration after the Second World War.

An informative map, showing the trolleybus system and the three wiring extensions authorised by the enabling Act of Parliament sets the scene for the remainder of the programme's coverage of the system, and both the main Silverhill Depot and the smaller Bulverhythe one are visited during the programme - with Bulverhythe being seen in trolleybus days and with a new use (yet showing traces of its trolleybus use) in more-recent times.

In addition to film of the system in day-to-day operation, the programme includes footage taken on visits which the Southern Counties Touring Society made in 1948 and 1951, and in later years: the 1948 tour used one of the system's (then) newly-delivered Sunbeam W trolleybuses. It was interesting to see former London Transport coach TF1 (DYL904), then operated by Castle Coaches of Lewisham, as the "from-London" transport for the Society's 1953 visit and the use of the newly-restored trolleybus 3A with the Coronation year decorations, for the system tour.

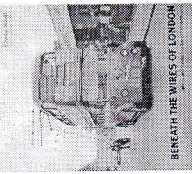
Some of the programme's material is understandably in black-and-white format because of that material's age and the subject matter, but there is a considerable amount of colour film of the trolleybus system in action. I found so much of interest in the many sequences that it was difficult to be selective in mentioning particular ones, but the shots on the system's last day included activities at Silverhill Depot (and the tower wagon putting in an appearance !) and it was good to see trolleybus enthusiasts busy riding, and recording the scene, 50 years ago.

The programme also includes features on Hastings' two cliff lifts, the short Hellingly Electric Railway (which served Hellingly Hospital, not far from Hastings, and was worked by a steeple-cab 0-4-0 locomotive which used a trolley pole to draw current from an overhead wire, tramway-style), the Southern Counties Touring Society's visits and tours in Eastbourne, the local British Railways scene, and the Modern Electric Tramways' 2'0"-gauge operation at Eastbourne before the company moved everything to Seaton in Devon. Lesser-known was the Modern Electric Tramways' predecessor, a 15"-gauge operation in St. Leonards, and this is seen in action during the Southern Counties Touring Society's 1951 visit to the Hastings trolleybus system.

Another very interesting and informative programme from Online Video, with the street scene (shops, fashions, etc. too) complementing the historical footage. It is pleasing to see that so much film was taken of a system which closed 50 years ago, and that film and photographs form much earlier has

been gathered together into a comprehensive feature with a well-informed and unobtrusive commentary. A very useful, historical reference work on how things used to be all those years ago, and recommended for the enthusiast and historian alike. This DVD is available from our *Trolleyshop* at Sandtoft.

*Doug Barrow*



**BOOK – Beneath the Wires of London**  
**Driving and Conducting on London Trolleybuses**  
*Written by Charlie Wyatt*  
*Published by Capital Transport Publishing*  
**Price £25.00**  
**(UK Postage £3.75)**

Published in 2008, this informative and enlightening book recounts Charlie Wyatt's career with trolleybuses. He began as a conductor on London's trolleybuses in 1951 and he became a driver in 1955. Throughout his working life, Charlie worked at Finchley Depot, in north London, and he was on trolleybuses until the last day there.

Charlie recalls what it was like to work beneath the wires of the largest trolleybus system in the world and, drawing on his memory plus official documents of the time, this is a very comprehensive and readable account of "how things were" and includes many of the amusing incidents and characters he encountered.

Beginning with his early years, schooling, his first job and then national service, Charlie tells how he came to join London Transport and how, following training, he worked as a conductor and in 1955 a driver. He took his trolleybus driving test in Acton and a photograph of his first trolleybus driving licence appears on page 76.

Hugh Taylor (who has written a number of books and articles about London trolleybuses) has compiled this very interesting and informative book from hundreds of hours of conversation with Charlie. The book is a team effort as Hugh's wife, Catherine, looked after the word processing and some other work, whilst several other enthusiasts have contributed with proof-reading, and information on overhead wiring, infrastructure, tickets, blinds and so on.

The various aspects of trolleybus work, from ticket-issuing to conducting and driving, timekeeping, etc. are all recounted (including a driver's request, to his conductor, to "jump on the [approach] pad" to speed-up the change of traffic lights which had stayed at red for a while!), a de-wirement which snapped an overhead wire, a bamboo pole's grappling hook getting caught in the spokes of a cyclist's wheel as a result of it being pulled out from beneath the trolleybus, crews dealing with officious Inspectors, and so on.

Well-written with a large collection of excellent photographs and many overhead diagrams, this 216-page book is highly recommended and it is one I am going to re-read many times in the months and years to come. Thanks Charlie, Hugh and all concerned for an enjoyable and enlightening book.

This excellent book is available from our *Trolleyshop* at Sandtoft. ...*Doug Barrow*

## NEWS FROM OTHER MUSEUMS

**East Anglia Transport Museum, Carlton Colville** - Report from Dave Lawrence

A successful start to the 2009 season has seen visitor numbers remaining strong, firstly due to the good weather but also many families taking holidays at home in the UK this year.

Over the winter months, a lot of track work has taken place in Hedley Woods to allow trams to run the entire route again. For a couple of years, trams have terminated in the loop, but will soon be able to run into the stub (which has been straightened-out to allow the easier use of 4-wheel cars). A traction pole needs to be planted to support the new overhead.

Staying on the tram front, restoration work has continued on the frame of Lowestoft 14. Blackpool 11 has recently returned to service, supporting workhorses Blackpool 159 and Amsterdam 474.

London Transport 1858 still needs some attention before returning to service. Work has also been taking place at Woodside Station, one terminus of the narrow-gauge railway, creating a new entrance which can give access to wheelchairs, meaning they can now board or alight at either station.

Things have been fairly quiet in the trolleybus department over the winter months. The main performers so far this year have been Derby 224, London Transport 260 and Portsmouth 313. Athens 5088 has been in use recently and is now proving to be more reliable after the tension on the booms was altered. Bournemouth 286 will be ready for repainting shortly as the window rubbers have been replaced and the bodywork prepared. Restoration work on Ashton 87 continues, with attention turning to the interior.



1939-built Blackpool 11

Photo: Dave Lawrence



Athens (Athens) 5088, the Russian-built Urisky ZIU-9 of 1989, on the EATM's new roadway that opened last July

Photo: Dave Lawrence

## RUNNING DAYS

Gates open 11.00 am to 5.00pm unless stated otherwise

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

### Key to Bus Services and Links:

**Bus** 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).  
**Bus** denotes FREE bus service from Doncaster Interchange direct to The Trolleybus Museum. Departs Interchange, Bay C7, at 12.00noon. Return departs Museum at 4.00pm (journey time approximately 40 minutes).

On 26 July ONLY (Gathering day), this service will operate at 30-minute intervals between 10.00am & 4.00pm from Doncaster, with the last return journey departing the Trolleybus Museum at 6.00pm

**Note** that because of an extended-period rail replacement service, the free bus service will be using **Bay C7** at Doncaster Interchange until further notice – check our website [www.sandtoft.org](http://www.sandtoft.org) for up-to-date information

### 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

**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).