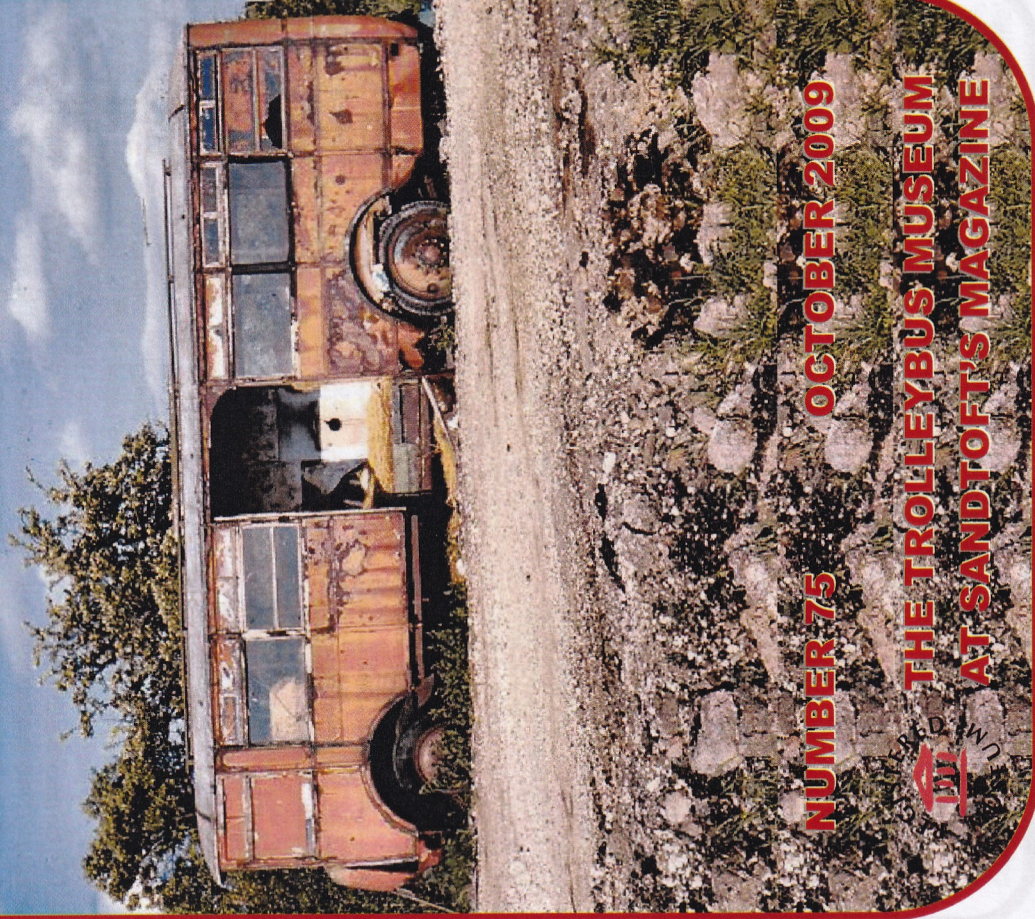


SANDTOFT SCENE



NUMBER 75

OCTOBER 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: FAQ90NG

Information Line: 01724 711391 **Fax/ Messages:** 01724 711846

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

Directors:

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

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

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

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

FRONT COVER PICTURE: Mexborough and Swinton Garrett no.34 as it was when "discovered" at Thorne during the summer of 1973. The story of no.34's rescue is told in this issue

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

Steve Collins made a request in his writings, *The Route to Sandtoft*, in *Sandtoft Scene* no.74, that 'the real culprits stand up and be counted' on how Mexborough and Swinton no.34 came to Sandtoft. I am pleased to say that 'Scene' has got to the bottom of it - the culprits have stood up and their reply is in this issue.

Could These be Waiting at the Bus Stop? gives us an update on the overseas trolleybuses that featured in Francis Whitehead's article last time: there is some good and some not so good news but all of it is well worth reading.

Doug Barrow gives his normal excellent reviews - this time on two DVDs - one is about the Newcastle trolleybus system, the other is a new DVD, *Building our Dream*. His book review refers to the Llanely trolleybus system. His reviews are always worth reading and I would like to take this opportunity to thank him for doing them: I know it takes up a lot of his time. Thanks, Doug.

November sees the AGM at Sandtoft. Please come and join in: it is a time when the Directors update us on what has and is happening and after the AGM we have an open forum when the Directors are happy (well most of the time) to discuss any problems, or praises that you may have about our Museum. Please come if you can as to my mind it is well worth while.

DIRECTORS' SPOT

..... from Steve Harrison, Managing Director:
WINDMILLS OF YOUR MIND

BARRY BARRS 15 OCTOBER 1942 - 13 JUNE 2009

In mid-June this year, the Museum received a letter from Mencap in Nottingham, stating that a Mr Barry Barrs had passed away. I, personally, did not know Barry, but after the following events I felt that in other ways I knew him quite well. On the afternoon of the 'Gathering this year I was to partake in a slightly sombre, respectful and a quite humbling experience.

The letter was from the manager at Barry's home in Bestwood Park: it transpired that Mr Barry Barrs was a keen and regular visitor to our Museum, and loved nothing more than to ride on the Nottingham trolleybuses. The letter went on to say that upon his demise, Barry had wanted to donate his transport-orientated books to us, and also to advise us that a modest collection had been made amongst his friends at the home and wished to donate it to the Museum. Finally, it asked if it was permissible that Barry's ashes could be scattered somewhere at his favourite place of enjoyment. Naturally we agreed. Tony Ferris drafted a commendable and fitting reply and a date was fixed.

Early in the afternoon of the 'Gathering, Barry's support workers, a priest and a handful of his close friends from the home arrived. After initial greetings, cups of tea and a brief tour of the Museum site, we began the semi informal

ceremony. As Barry was not a member, but a regular visitor, it was suggested that his ashes should not be interred in our Memorial Garden, but that it would be fitting for them to be scattered on the newly-acquired land. We all headed across to the new field and I suggested that as our first development on this area may be the construction of a new exhibition hall / running depot and that Barry's consolidated remnants could, very appropriately, be placed here, symbolizing the first foundation stone of our future venture.

This was agreed upon and a semicircle was formed. Quite a strange contrast, was my first thought at the time, for we were performing a sombre ritual whilst the 'Gathering proceeded around us, with buses rolling past, the public address blaring with Charlie's signature announcements perforating the solitude like a sten gun and visitors milling around everywhere. However, I somehow felt that Barry would approve. The priest, a tall friendly fellow, began a résumé, whilst the carers and Barry's friends looked on, heads bowed. It was very clear to me that his friends, whilst some, being mentally challenged, fully understood, each in their own way, why they were there: that was to partake in observing Barry passing to the new light and hope that we all aspire to. It was also very evident, and a signature of Barry's kind, that the love that they had all shared was another reason for their presence at this time. Prior to the obituaries, one of the care workers read out a letter that Barry had written as one of their projects and its contents quite humbled me and made me realise the different ways our Museum pleases and touches people. It was an aspect that I feel we do not fully appreciate as we go about our relevant duties there, sometimes blinkered by what the public do perceive of our, quite awe-inspiring achievements.

The object of the exercise and letter was simply to list the ten most favourite things that they liked to do. Above going to the seaside and visiting other friends, THIRD on the list was "A visit to Sandtoft to ride on the 39 bus". Now, several of you may wonder which the 39 'bus is, but it shouldn't take much working out as Barry hailed from Nottingham. Due, in respect of the owner's wishes, route 39 is the regular display on 506's destination blinds, and with Barry's natural affinity to numbers and regularisation, it follows that he formed a bond with that vehicle.

To think that such a love and attraction to one of our vehicles through such a minor, (to us) coincidence further made me realise that the vast array of artefacts we have at Sandtoft are looked upon in this way by so many different individuals and that most of the time we do not even see them. The phrase "Can't see the wood for the trees" came to mind.

After the short sermon and obituary, Barry's ashes were scattered around the point where I guessed the corner of the proposed new exhibition hall will be. His friends looked on, fully understanding the operation, for as the final contents of the urn drifted to the ground, one of his close friends looked upwards as if following him ascend the path to St. Peter's gates.

We could use Barry's example of simplistic affection in our own efforts at the Museum. With the foundation stone laid, we should build upwards from that

point, not to fill only our own aspirations but build for the hundreds of other Barrys that must too be so touched by what we have achieved up to press. Barry, I feel, will be well happy that he is forming part of our Museum's continued success and build with it that light and hope that is within us all.

The last words having been spoken, the party swiftly returned to the 'Gathering and I again heard the sound of the fairground organ, which actually had not stopped playing. They all waited for the no.39 'bus to take its turn, boarded, and as a last token of respect, took a trip following Barry's footsteps, and that was that.

That afternoon was quite an eye-opener for me and by the end of the proceedings, missing petrol tank tops, out of date plasters and policies still waiting to be written all paled into total insignificance. I think we all have a Barry in us, perhaps his selfless example may guide us in our undertakings and promote the potential of the Museum that we, perhaps unwittingly, do not realise that we have acquired.

Postscript: The party left us an amount of £136.00, to go towards our land acquisition fund and, about 20 trolleybus-orientated books for our archives, and will return in the spring to plant a shrub in Barry's memory.(so he can keep an eye on developments).

THE ROUTE TO SANDTOFT

THE FETCHING OF 34

Francis Whitehead

In more than one of his marvellous contributions to *The Route to Sandtoft*, Steve Collins makes mention of Mexborough and Swinton no.34's arrival and him being on the receiving end of Mike Dare's apparent outrage and wrath that a vehicle - even if it was a trolleybus, however interesting and historic it might be, if it wasn't nice and shiny (which 34 wasn't) should even be considered for bringing to Sandtoft, let alone actually being moved there. Steve, even after all this time, certainly appears to still be very troubled about this and in the July edition of *Sandtoft Scene*, pleaded for whoever was really responsible for 34's arrival, to own up.

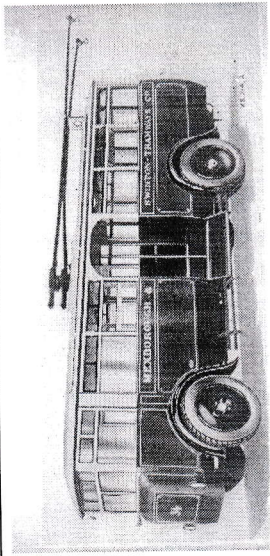
Now, I have never considered Steve to be such a sensitive person. Troubled, possibly: Steve in a rage is not someone to get in the way of: a cross, injured African bull elephant may be easier to reason with. So why was Steve so meek, that day back in September 1974 (29th, to be precise) when Mike Dare turned on him so unfairly? Did Mike touch a raw nerve? Was Steve feeling a bit guilty about Nottingham 367 (I note that we haven't yet heard Steve's account of how that amazing trolleybus was found and rescued)? Was Steve so troubled that he really ought to have sought counselling? Well Steve - if it helps you come to terms with years of feeling persecuted, it was me...! But I was not alone - you helped mealong with several others!

To set the scene, the Museum was slowly getting established and (apparently) there "were no more trolleybuses to be had!" The public (albeit the vast majority of our visitors then were enthusiasts) were beginning to discover the Museum and some people's perception was that visitors only wanted to see

vehicles that were nice and shiny. We wanted to attract visitors from the local area so we were keen to have relevant exhibits to interest them. There was a very active enthusiast scene locally - mainly DO&LRS members, and a hugely interesting local motorbus scene with a vast number of operators running into Doncaster. Because we Southerners used to base ourselves in Doncaster for overnight accommodation, those of us who travelled from afar to work at the Museum were thus treated to a fascinating array of bus liveries and vehicle types, and much knowledge from the locals.

I'm not sure who it was who told us, one day, about the existence - just outside Thorne - of an old Mexborough and Swinton trolleybus. It may well have been Les Flint, or it could equally have been Brian Maguire. Either way, one Sunday in the early summer of 1973, Brian and I went over to Moorends, Thorne. Brian had been there before, and from the road I was amazed to see, amongst haystacks and rusting farm machinery, a Garrett! We interrupted Sunday lunch for the farmer, who allowed us to go and look at the vehicle and take photographs: having fought off a large goose, we had a good look over it. It was obvious that "enthusiasts" had been around - paint had been stripped from a glass panel over the rear emergency door to reveal the registration number - WW 4688. Research later showed the vehicle to be no.34, the first of 30 Garrett-bodied "0"-types on pneumatic

tyres, delivered to the Mexborough and Swinton Tramways Company between 1927 and 1930, and the very vehicle that featured in a 1928 Garrett publicity ciné film, running alongside a Doncaster Corporation double-deck Garrett OS-type of similar age (it is believed that Doncaster no.1 was trial-running under the



A manufacturer's marketing photograph of no.34 when new in late 1927
Photo: BTS/NTA Library

Mexborough wiring prior to the Doncaster system's opening). No.34 appears to have been withdrawn some time in 1945, and was sold on 20 December 1945 to a Mr. Joshua A Binney of Green Lane, Rawmarsh; it is reported as becoming a farm labourer's living van at Stainforth before moving to Marsh Farm, Moorends to be a hay store.

We quickly established that it was minus mechanical, electrical and internal gubbins - no steering mechanism or driver's controls, no differential or traction motor, no seats or trolley-gear, but the cat-walk was still in-situ. It was on "best by" date), the chassis was sound and as it was being used as a hay store, the body was watertight - and despite appearances, relatively solid.

Back at Sandtoft, we discussed the "find". Steve Collins, with whom we had often talked about miscellaneous trolleybus hulks that were extant around the country, showed more than a little interest and told us about another, unidentified, Mexborough and Swinton Garrett (probably in better condition) near



The unidentified Mexborough and Swinton Garrett in use as a caravan near Newark Photo: Francis Whitehead

the sides reminiscent of later days at M&S. Yes, it did seem to be a better example, obviously looked after, but not available for disposal. As with various other "wrecks", Steve had made contact with the owner and had asked to be contacted if it was to be disposed of. Suffice to say that nothing was ever heard and Steve subsequently discovered that, sadly, it had been scrapped.

Our initial assessment of no.34 suggested that we would require a low-loader to move it, but extensive enquiries failed to locate one of suitable length. Nothing much more happened for a while. We (more correctly, to include the local enthusiasts, the royal we) kept a weather eye on the Garrett at Moorends and eventually I persuaded the farmer to part with his hay-store for £30 - not a bad price, everything considered.....

Back in Reading, the BTS Committee discussed no.34 and agreed that it could become a BTS vehicle, subject to a group sponsoring it, and despite Mike Dare's later exchanges with Steve Collins, Mike did agree that 34 could come to Sandtoft, but it would have to live outside and be sheeted over because it was not a pretty sight. Mike had taken some convincing to agree to this! What I do know very well is that he insisted that rent for it would have to be found.

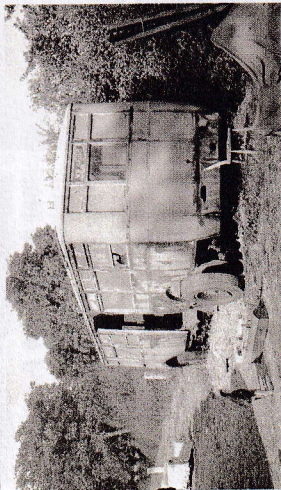
Steve Collins and Tom Bowden had used the Green Tree Service Station (situated, believe it or not, opposite the Green Tree pub) at Hatfield to move several trolleybuses from Plumtree to Sandtoft on suspended tow. Steve'n Tom therefore asked the owner, George, whether 34 could be moved likewise. The answer, yes, with a very acceptable estimate for the job, sent me hurrying to measure for suitable wheels for 34's rear axle: it was a huge relief to discover that the stud spacing was compatible with a normal bus wheel, the wheel size on 34 being now obsolete. The need for a low-loader had gone.

It was the late Ted Bilbé (Graham's father) who took the matter further. He thought the trolleybus, despite its condition, was a worthwhile project, and during a "Reading Working Party" visit to Sandtoft in June 1973, set about trying to loosen the wheel nuts. Some degree of success was achieved until Ted broke his trusty vintage adjustable spanner. Ted asked the farmer when we could remove 34: he was told that the hens had just commenced laying and should not be disturbed, so he agreed we would return when the eggs were hatched! Regrettably, Ted died

Newark, and suggested that it might be possible to make one good one out of the two. It was much, much later that, with Steve, we took a look at that specimen, which was being used as a holiday caravan, with sides and ends boxed-in right down to the ground and smartly painted in green, with a cream, swoopy flash on

suddenly in February 1975 and never got to see 34 at Sandtoft.

It was 29 September 1974 before the next working party went over to Thorne with the aim of loosening the remainder of those wheel nuts: I asked the farmer for permission to do this and was told we would be wasting our time as he was going to set fire to the vehicle the next morning and dispose of the chassis for scrap. An urgent discussion with Steve'n Tom followed, and it was quickly agreed that we should work on those wheel nuts and if successful, phone Green Tree George to ask if he could fetch it there and then. Thanks to Jim Sambrooks and Andy Charles, two suitable wheels were whisked from Sandtoft and fitted, and the interior of 34 was cleared of bales of hay - and a three-piece suite, discovered under it all! I told the farmer we would be moving the vehicle in an hour's time, at which he gazed at us, insisting that we had agreed £35, not £30. We were not in any position to argue - the stakes were too high for that. I had not been expecting to buy a trolleybus that day, so had nowhere near enough cash on me (in 1974, to carry even £25 around was unusual) so a whip-round was called for: luckily, we found the required amount and handed over a mixture of £5 and £1 notes. Meanwhile, George had arrived in his huge, yellow, White wrecker (it seemed huge at the time, but compared with today's



29 September 1974: rear wheels swapped ready for the tow to Sandtoft: note the goose!

Photo: Francis Whitehead



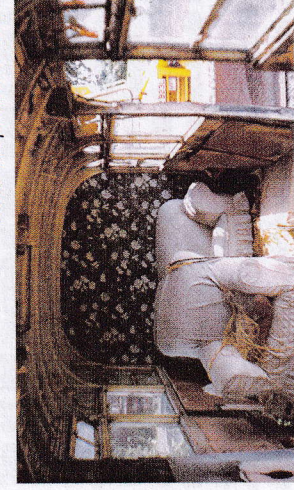
Isn't that a young, slim Steve Collins (left) talking to a young, slim Graham Bilibé?

Photo: Francis Whitehead



Interior (above) looking forward and (below) looking to the rear

Lower two photos: Dave Chick



big wreckers, well.....) and was getting 34 hitched up. Gingerly, the front end of 34 was lifted up: we were ready to roll! We watched as 34 was slowly pulled from its "home" in the farm yard and turned round in the adjoining field. Graham, with three others, didn't need to be asked a second time by George if they wanted to ride back to Sandtoft on the trolleybus! Once on the road, swift progress was made through the middle of Thorne, then (to our utter amazement - and, evidently, that of several motorists) onto the M18 and the A18(M) - it was the first short stretch of what is now the M180 - and then the old A18 to the Green Tree, and thence the four bumpy miles to Sandtoft, hay flying everywhere from the open doorway - and open wheel arches!

At 4.05pm, less than half an hour after leaving Moorends, we arrived at the Museum where a beautifully restored Bradford 746 was running around in service: the DO&LRS open day was probably at its height. (I haven't mentioned that an open day was going on at the Museum that day - and I don't really know if it was at its height.) What I do know is that the arrival of our tatty cortège seemed to steal the show somewhat! Les Flint, who was Site Co-ordinator, and who had an inkling of what was going to happen, coped very well and showed George where to drop the trolleybus off (behind the depot, which, in 1974, wasn't as large as it is today). It must



Steve Collins and Phil Howard with 34 as it is turned in the field ready to go off to Sandtoft

Photo: Francis Whitehead



Green Tree George's yellow wrecker turns into the gate at Sandtoft with 34

Photo: Don Penney



"Look what's just arrived!"

Photo Francis Whitehead



34, being put out of the way at the back of the depot

Photo: Don Penney

have been at that point that Mike Dare strode over and had his words with Steve Collins.

Very generously, Fred Ivey volunteered to pay the purchase and towing costs of 34. During the following few weeks, I went to Woolworths and bought a couple of pints of red gloss and some white, to give 34's body a "tidy-up" and a bit of weather protection. 34 was nice and shiny now. I also assembled together some industrial quality polythene sheeting to put over 34, and a very long length of "GPO" rope to lash it all down to help protect it. The rope was criss-crossed at about 12" centres around the body to make sure the sheeting didn't work loose. Just weeks later, I returned to Sandtoft to discover that the polythene had ripped to pieces in the wind and had completely disappeared, leaving just the rope "netting". This explains why, to this day, 34 is covered with this rope - it certainly wasn't to hold the body together as most people think - though, I fear, that has since become its main purpose!

With us knowing beyond doubt the registration number of our "new" acquisition, Maurice Peck, a Bradford-based member who worked for the West Riding County Council's motor taxation department, announced that he could probably obtain the original "brown" log book, assuming it had been surrendered by Mexborough and Swinton when the vehicle was withdrawn and converted into a living van. Sure enough, and with only days to go before the WRCC archived log books were dumped, WW 4688's log book was found! Accordingly, I applied to DVLC Swansea for a "new style" vehicle registration document, which was issued without any problem... As trolley vehicles don't require a MoT test, I was sorely tempted to apply for a tax disc for 34!

Almost inevitably, the BTS Committee found itself debating 34 again and at its meeting in December 1974 it was agreed by a majority vote that it would, indeed, be part of the BTS "fleet", supported by a sponsor group. It was a majority decision, not unanimous. My memory is a little faded on this, but I think enough committee members had been involved with the rescue of no.34 and, with it having that extra historical importance (and the rent at Sandtoft being readily covered by sponsors), there was little opposition. Time is a great healer, and it should be put on record that Mike Dare came to recognise just how interested visitors to the Museum are in 34: he confided to me in later years that he really did think it was an important vehicle to have.

Well, as Steve Collins requested in the last issue in relation to Mexborough 34, "if the real culprits will stand up and be counted, we can perhaps put this one to bed for good". So, I have owned up, and related what happened, with reference to a contemporary edition of the BTS's journal, *Trolleybus* to get the facts right (so I am not just relying on my memory). Steve also said "I wish to state once and for all, that Mexborough 34 is nothing to do with me or anyone else from Nottingham". Hmmmm. The accompanying photographs are genuine and not digitally interfered with. Aiding and abetting comes to my mind: I leave you, the reader, to come to your own conclusions.

Graham Bilbé comments: *After all these years, I'm not quite sure why Steve should be so desperate to wash his hands of his involvement in 34's arrival! I, for*

one, am very proud to have played a part in its rescue, and I've been desperately trying to remember the other brave souls who took a "suspended" ride in our Garrett all those "pre-H&S" years ago! Mick Leak seems a strong possibility, maybe Jim or Andy, who were obviously around - if you were there, please let us know, for the record.... Meanwhile, readers will be interested to know that the BTS is currently undertaking some preliminary work towards 34's restoration - obtaining details of missing parts, etc, and looking at possible funding sources, with a view to following on as the next major project after Cardiff 203. One day, 34 will be a vehicle we can ALL be proud of.... It is, without doubt, one of our most historically significant exhibits - and with local interest to boot!

One closing thought. Dear old Les Flint always used to say that if he ever won the football pools, he would have a replica 3-axle double-deck Doncaster Garrett built. So, if any of you win the lottery, there's yet another idea on how you could spend your winnings....

Mick Leak replied to Graham - yes I was on board. Do you remember one of the cab doors opening whilst we were on the move and we threw a rope out of the front window and the slipstream took it down the sides enabling us to tie it securely in place? We were on the M18. I think Jim might have been on board sat on the old sofa amidst the straw. I can remember poor old Mike's face when we turned through the gates at Sandtoft. Happy days!

RECENT RUNNING DAYS

'GATHERING '09

This year's 'Gathering was held over the weekend of 25-26 July. Following an appeal to members for volunteers to assist on the preceding Thursday and Friday with washing, cleaning and generally preparing vehicles for service, all nine selected trolleybuses were turned out in an excellent presentational condition. The depot was, as usual, cleared of most resident vehicles to accommodate the sales stalls, and was effectively swept out using our Schmidt road sweeper.

On the Saturday, most of the selected trolleybuses ran in passenger service and the visitor numbers steadily increased as the day wore on, enabling an impressive 64 passenger service trips to be completed, carrying some 723 passengers over the course of the day. The evening "twilight" service, advertised this year, was provided by Huddersfield 631, Maidstone 56, and Newcastle 501 and was enjoyed by a good number of visitors and staff alike. We also took the opportunity to earth leakage test and position all the service vehicles in running order on Saturday evening.

On Sunday morning, both the trolleybus and motorbus services commenced at 10am and rapidly became very busy indeed. Trolleybuses in service included Bradford 746 and 792, Glasgow TB78, Huddersfield 631, Maidstone 56, Newcastle 501, Nottingham 506, London 1812 and Reading 113. Very few problems were encountered vehicle-wise over the weekend, although 792 had to be withdrawn early from service on Sunday afternoon with a failing battery. Keeping all the service vehicles on the overhead greatly facilitated quick and effective changeovers resulting in 20 more service runs being undertaken than

the previous year - up from 79 to 99 and an amazing 2,029 passengers carried on 'Gathering Sunday'!

Finally a BIG thank you to all those members who helped us prepare, operate and put vehicles away afterwards, and to the owners of both trolleybuses and motorbuses for the use of their vehicles. A truly excellent team effort and one which we can justly be proud of.

SIX-WHEELER WEEKEND



Four of the seven six wheelers waiting their earth leakage test
Photo: Stewart David

Stewart David
This very popular event was held this year over the August Bank Holiday weekend of 29-31 August, when an impressive selection of "six-wheelers" were in passenger service, including Huddersfield 619 and 631, London 1812, Newcastle 501, Nottingham 506, Reading 181 and Rotherham 37. On the Monday - the busiest day - we ran five trolleybuses simultaneously in a cavalcade around the circuit for around 15 minutes to the delight of a large crowd of visitors. We managed to clock up some 125 miles of service running with 32 recorded passenger service journeys on the Saturday, 40 journeys on Sunday and 53 on Monday. We also managed to include some after-hours trolleybus driver training too, so overall, a busy and enjoyable weekend.

NEWS BULLETIN

Commercial

There have now been three TDE days with 11 people driving. These have all been very successful, with the participants all coping with the effort of driving a trolleybus, some managing a 6-wheeler, and all managing to do dummy "service runs" by the end of their experience day! All participants have enjoyed the experience, and we have had a number of letters of praise for the tuition, the excellent buffet that they get, and the friendliness and helpfulness of the staff. These special days were suspended over the busy summer period, but returned in September with another two Mondays devoted to them.

Visitor numbers are appreciably up this year over last year. This is, no doubt, helped by our fantastic 40th Anniversary Weekend in May, but possibly also

due to the "holiday-at-home" attitude of the population as a whole in this time of difficult finance.

Museum Site

Further site improvements have been made, with several areas being tidied up. This was primarily to avoid pests taking over. Unfortunately, clearing moles is beyond our capabilities and a contractor will have to be engaged to see to them. At least three wasp nests have been destroyed - wasps have been a particular problem this year.

External cladding material has been obtained for the two sides of the Skegness Hut that used to be interior walls during their time at Skegness: this matches the sheeting used on the adjacent admissions building.

Rain has again flooded the centre grass, this time just before the Blues and Twos event. The road sweeper was used to suck up many container-loads of water from this area on the Friday, so that by Saturday it was drying out. The sunny weekend fortunately meant that the grass could be used for parking.

The depot guttering and roof valleys are to be cleaned out by a contractor (as the roof is, of course, fragile). This should reduce the amount of water getting into the depot in wet weather.

The area in front of the Pelham building which has been a bit of an eyesore for a while has been tidied up. The area has been converted into a fenced and gravelled garden by a team of Nick Broxholme's students (as a project at no cost to the Museum), and very nice it looks too! The improved aspect has been completed by the fitting of a period front door to the Pelham itself.

The Sunbeam Cycle Shop is short of staff to open and run it on many open days. If you can help in this direction by manning it (or womanning it), then please contact Chris Proctor, or one of the cycling volunteers. Meanwhile, the latter have been busy tidying up the shop and storing some non-essential bikes. This will enable some barriers to be constructed for the doorways, so that it can be opened for visitors to look inside even when there are no staff to look after it.

As part of site improvements, an inventory of items lying about is to be compiled. If you have anything which is valuable to you, but does not look it, please tidy it away or see Ian Wilson or Jim Sambrooks, as non-essential items will be disposed of once the list has been examined.

The gardens have improved beyond recognition in the last couple of years, due to the dedication of the gardening team, so much so, that it has been suggested that they enter us for a "Britain in Bloom" type competition next year.

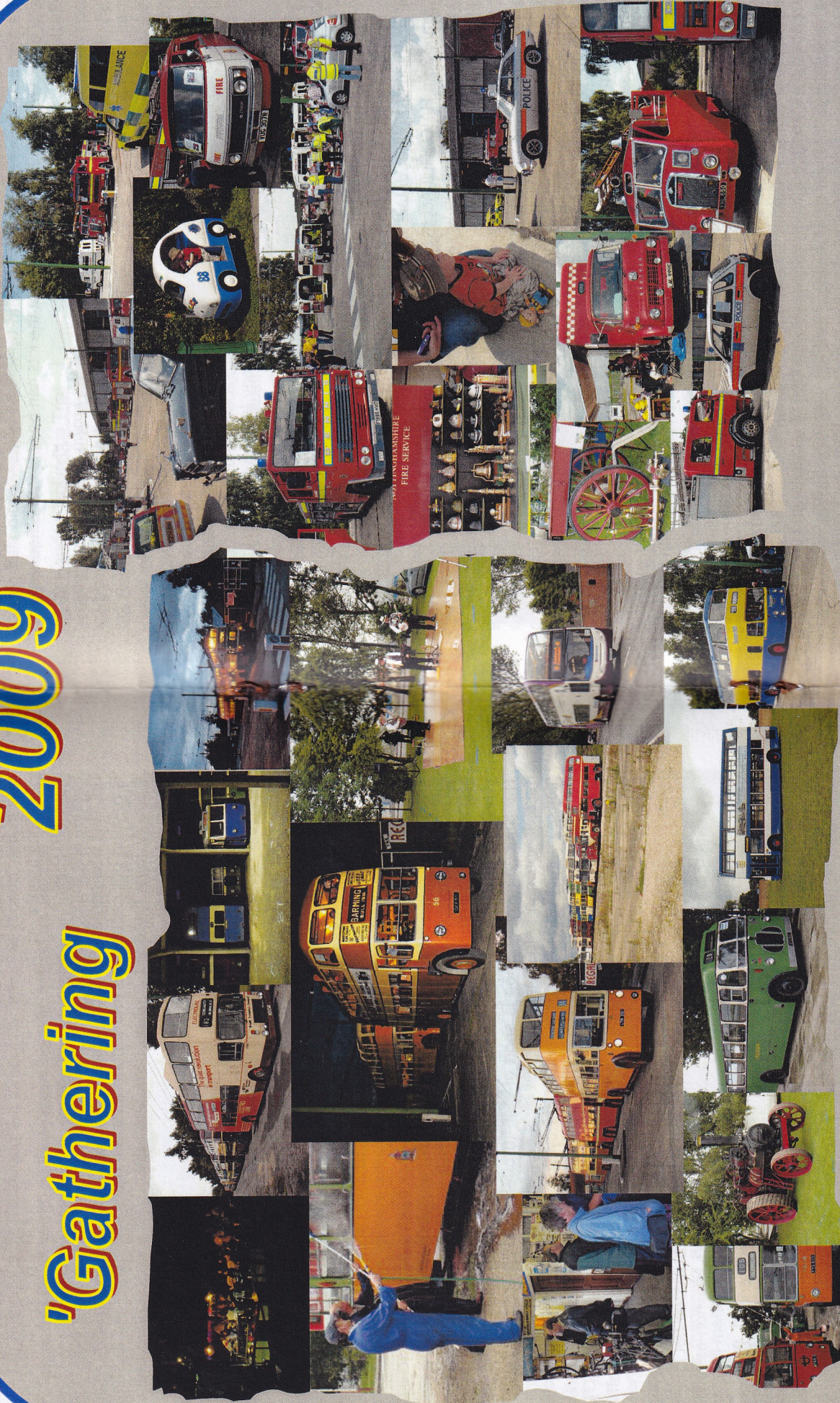
Health and Safety

An experimental fire drill has been held. This has shown up a number of weaknesses and problems which can now be addressed. For anyone who isn't aware, the Fire Assembly Point is at the far end of the centre grass, behind the Cycle Shop, marked (amazingly) by an assembly point board.

The fire extinguishers were serviced before the 'Gathering; new fire point signs have been purchased, and signs pointing the way to the Fire Assembly Point will be required for all 31 fire locations.

2009

'Gathering



Blues & Twos

Photographs by David Needham, Bruce Lake and Doug Barrow

The first aid kits have been refilled with up-to-date items - could staff please note down what has been used so that the kits can be replenished quickly and effectively.

Staff are reminded that they should sign in (at the brown tram body) whenever they are on site. Besides being a record of staff work which can be used for grant applications, this also provides a checklist of staff on site for fire evacuation purposes.

Policies and Procedures

Various policies and procedures have been revised to align with our Museum Accreditation application. However there are still some that require refinement - like the acquisition and disposal policy, the emergency plan and documentation procedures, so if anyone has any leaning towards this sort of work, then please let us know.

Knowing staff's previous and current experience is a requirement for Museum Accreditation - thank you to all those who have contacted Bruce Lake to provide theirs, it has been a big help. If anyone was going to do this, but hasn't yet got round to it, now is the time to do so!

Following the request in *Sandtoft Scene* last time, a training co-ordinator is to be appointed. Further details on this in due course.

A team from HAIG (Hull Access Improvement Group) have visited the Museum to study our accessibility in terms of the partially-sighted, the infirm, wheelchair users, the hard-of-hearing and so on. They will submit a report in due course.

A team from VAQAS (the Visitor Attraction Quality Assurance Service) are due to visit in the next couple of months to assess the quality of our Museum to visitors. They do this on a "mystery shopper" basis, so we won't know who they are. They will submit a report and recommendations afterwards.

Both of the above two initiatives will help our case for full Museum Accreditation.

A New Depot Building

Some ideas for this have been offered, particularly by Andy Thornton, for which we are grateful - indeed, one of Andy's ideas has been taken forward to see if it can be made workable. This is to combine a display area with part of a running shed. Once taken out, the operating trolleybuses would leave a space to move mobile displays into, with a backdrop of up to seven display trolleybuses in a sweeping arc. The provision of displays should make it somewhat easier to attract Lottery funding.

Having scaled out a possible option for this building, it comes out fairly sizeable: to accommodate a reasonable number of exhibits and also some running trolleybuses, it needs to be "squares", covering in the order of 800 square metres. This requires heavier steelwork than a "long-by-narrow" building, and is also bigger than originally anticipated, so we are looking at a building cost of £100-140,000, plus erection, plus base. Grant assistance would obviously be required for something of this scale. Anyone wishing to join a small team to work on the project, which will include establishing the internal display formats, dealing with contractors, planning permission etc., etc, please get in touch with Bruce Lake (see page 2 for contact details).

TROLLEYBUS ANNIVERSARIES

September to December

1909 Hendon Trolleybus Trial

It is 100 years since a trolleybus was first demonstrated in London - 25 September 1909 at the Hendon depot of the Metropolitan Electric Tramways. It was 21 months later (20 June 1911) that trolleybuses were introduced to the streets of Britain (at Bradford and Leeds).

The Hendon vehicle (illustrated here) was a solid-tired, chain-driven Railless single decker.

System Opened

90 years since Teesside opened on 8 November 1919.

DEPARTMENTAL NEWS

TRAFFIC OFFICE

Trolleybus Crew Training

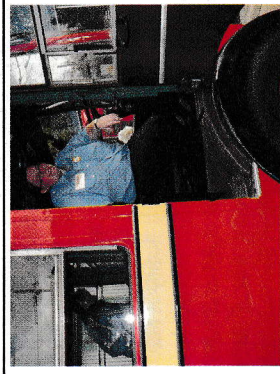


Photo: Bernice Needham

from Stewart David

We have been very busy lately training both conductors and drivers for our trolleybus service operations, so congratulations to Tony Ferris, Denis Vickers, Michael Potts and Mark Holmes for all successfully passing-out as conductors and to Sarah Shepherd (pictured left) for passing-out as a trolleybus driver.

If any of our members would like to be considered for trolleybus crew training please contact myself at traffic@sandtoft.org or Chris Proctor at operations@sandtoft.org. Please be advised that existing "working" members will be given priority for training and that we operate a policy of individuals being successfully trained as conductors, and performing satisfactorily in that role, before being considered for progression to trolleybus driver training.

Sylvia Shepherd comments: *Congratulations to Mark Holmes who came to the Museum to help with the gardening and then decided he would like to conduct on the trolleybuses. He was passed-out to conduct on Saturday 29 August 2009, which is a very good achievement as Mark has special needs. On 3 October, Mark travels to the Science Museum in London to collect his Queen's Scout award. He has also completed and passed his Gold Duke of Edinburgh Award.*

VEHICLES REPORTS

Bradford 562 (Report from Brian Maguire): It has taken 3 months of hard work

to strip the ceiling of its old paint. The external panels to the front of the cab have been removed so as to establish how to re-build the framing in this area: as a caravan conversion, the vehicle is some six inches too long and the profile of the front had been completely altered.

Six tyres have been sourced from the Lincolnshire Vintage Vehicle Society and are to be fitted to wheels sourced by Richard Rampton. These wheels need to be shot-blasted and painted and new inner tubes and flaps have to be manufactured.

A new bulkhead is being made for the entrance.

Bradford 746 has recently had all the upper deck seat cushions re-covered. Funds are now being accumulated to allow the lower deck seating to be treated likewise.

Bradford 758: Steve Collins has made a start on the cab metal framework. Once this is completed, but before the area is re-panelled, the electricians will make a start on sorting out all the electrical components and cabling.

Cardiff 203 (*Report from Brian Maguire*) Stripping of external paintwork and further preparation has been completed to the front and nearside; when primer



Where 758's nearside front wheel arch and cab floor isn't (but should be)!

Photo: David Needham

was applied, 203 looked no different to the grey livery it had worn previously! John Crossley and I measured for and marked out the streamlining and we then applied maroon undercoat and cream streamline stripes. 203 was displayed at the 'Gathering in this state to show off how it is going to look. Of course, we had the "it's the wrong colour etc. etc." brigade making comments!

On its return to the depot, we jacked up the front axle, stripped it all down, cleaned, greased and re-assembled it, adjusting the front brakes as we went. Turning our attention to the rear axle, we then had all six wheels off, which were sent away for shot-blasting before new tyres were fitted. The brake drum was removed from the offside first axle, showing new shoes had been fitted, but never adjusted! On the other side of the same axle, we found the drum was cracked around most of the edge and where the jack bolts go. As the brake was seized on, it was a difficult job to get this drum off. The rear-most axle gave us another problem: the brake shoes had to be removed. Much



203, looking quite striking in its "new" livery, albeit undercoat, at the 'Gathering' *Photo: Bruce Lake*

easing oil eventually freed them off, allowing the adjusters to be wound off ready to receive new shoes, which have been sent away for re-lining.

When the wheels returned with their new tyres, they were painted and fitted, the rears temporarily without brake drums. This was to facilitate 203 going into the workshop, where the traction motor was removed for overhaul.

Attention was then turned to the lower deck interior, to get this completed by the time newly upholstered seats return. The ceiling has been prepared and is being painted in the correct off-white used on these vehicles, and the platform has also been prepared and undercoated in maroon. The colours have been matched with those found under the grey and white.

Further donations for 203 would be warmly welcomed by Roy Fawcett on behalf of the BTS, as 203 is being restored in memory of Geoff Griffiths and Mike Dare: it is intended that a plaque will be fitted inside in memory of them.

Huddersfield 541 (*Report from Brian Maguire*): The brakes have been adjusted, the wiring problems traced and corrected and the vehicle has been test run. The cab door has been completed, cab floor repairs are being undertaken along with some other finishing-off jobs.

Johannesburg 589 (*Report from Francis Whitehead*): the group overseeing the fundraising, restoration and general "well being" of 589 has commissioned an in-depth study into how restoration work should proceed, including obtaining some castings of essential body framing parts that will have to be fabricated before work can commence.

Meanwhile, it is particularly good to report that a very large and totally anonymous donation has been received for 589 - so if you are that kind donor, our sincere thanks! The fundraising efforts continue: there is probably enough money in hand to start work, but ideally, we want continuity of work once started, which clearly will need much more money. If you are amongst those who have made a donation to 589, thank you, and if you haven't yet given, please, we need your support! Donations can be by cheque (by post to the Museum address), by cash, cheque, debit card or credit card at the *Trolleyshop* on open days, and now online via [PayPal](http://www.ihannesburg589.com) by debit card or credit card. Look at www.ihannesburg589.com for details.

Nottingham 367 (*Report from Brian Maguire*): The offside lower salon pillars have been replaced and new waist rails are now in place; some green undercoat has been applied to some framing - possibly the first new paint for around 60 years!

Nottingham 493 (*Report from Andy Thornton*): This year 493 only needed an intermediate test. Replacement of a seat cushion was all that was needed to get it through the test.

Following thorough cleaning, 493 was able to take part in the end of May festivities. August Bank Holiday weekend saw another session on the ongoing re-wiring project. Sadly, the only result was reinforcement of my theory that the

It is particularly good to report that a very large and totally anonymous donation has been received for 589 - so if you are that kind donor, our sincere thanks!

contactor cabinet and master controller were assembled on a bench, then fastened to the chassis, following which the body was built around them. Cable replacement is an ongoing problem.

Nottingham 506 (Report from David Needham) Recently, the two 36-volt bells - one in the cab and the other above the platform - burnt out, requiring an expensive coil re-wind. Unfortunately, whilst re-fitting the cab bell, the striking plunger was lost. A new one of the correct type is to be obtained.

Bradford 558 (Report from Geoff Welburn): The rear wheel arch and cover have been fitted, along with the offside downstairs floorboards. New aluminium window pans for the nearside were found to be 3/16" deeper than the original steel units, which has meant that all the framing has had to be timber-packed to accommodate this extra depth.

Hornsby F 100 AKB (Report from Bruce Lake): this bus has now passed its MoT test and undertook the Isle Tours on the open day of 12 July 2009.

London RT 3323 (Report from Brian Maguire): The lower salon is almost finished whilst the top deck now has green leathered window surrounds. The flooring is being worked on at present, and a date of next spring is envisaged for completion.

SYPT 2479 left the Museum on 8 July for its new home in Sheffield, where it can be stored under cover.

Ferguson T20 Tractor After the engine had been re-assembled by Ian Metcalfe it is now in full working order.

Schmidt 153s Road Sweeper: with further work, this useful service vehicle continues to improve. Now, as well as collecting debris and dust, the water damping system having been repaired, it doesn't emit it all into the air!

COULD THESE BE ARRIVING AT THE BUS STOP ? - AN UPDATE

Following Francis Whitehead's article in the July 2009 edition of "Sandtoft Scene", there have been a number of responses from members, some wanting to know more detail, some expressing views and some pledging financial support for specific vehicles. The "Dear Scene" feature in this edition includes part of this debate, but meanwhile, there have been developments with the vehicles being considered, and the latest information is set out below:

A GMC/ BBC HR 150G "Fishbowl" from Edmonton (Canada):

This "possibility" has now progressed to become a reality (unless something catastrophic intervenes)!

There has been a lot of trans-Atlantic discussion, and Edmonton no.189 is scheduled to be heading east via Baltimore, USA, in mid-to-late September, so should be well on its way to Sandtoft by the time you read this. 189 is actually one of the non-refurbished trolleybuses, and (to add to its historical interest) is one of several that were loaned to Toronto in the early 1990s. A crate of spare parts is being assembled and the trolleybus is being prepared by Edmonton Transit for its long road and sea journey (amongst other things, the roof-mounted equipment has been removed to reduce the overall height and length). A significant cash donation is being made by the local enthusiast

group in Edmonton to add to the financial support for 189 that has been forthcoming in the UK.

Bruce Lake is spearheading this taxing, but very exciting project. Bruce would be delighted to receive further offers of financial help (see page 2 for contact details). Hopefully, Bruce will be writing a full account of his trials and tribulations for a future issue of Sandtoft Scene.

A Volvo B10M-58 from Arnhem (Holland):

This project was discussed with the local enthusiast group and the operator by representatives from Sandtoft in Arnhem at the beginning of September: an air of uncertainty exists, partly because these trolleybuses may be sold on for further use and partly because the operator has new owners. If the project can go ahead, the preferred preservation candidate would be no.182 - but this will be subject to detailed electrical and mechanical assessment of all 11. Meanwhile, although the first of the replacement trolleybuses has now been delivered, it will probably be some time before they are all delivered and commissioned and a decision made on vehicle disposals.

Bruce Lake should be contacted with any offers of money towards this trolleybus: we have a pledge already, that will go a long way towards paying for moving one of these fine Volvos from Arnhem to Sandtoft, but obviously, we will need more to make it actually happen!

Wellington (New Zealand) 82:

82 has, perhaps unsurprisingly, raised the most interest amongst Museum members, but this interest has not (yet) been matched with financial support from those members - with just ONE exception, a very generous and anonymous 4-figure pledge that will go a considerable way towards repatriating no.82. We have had two shipping quotes and know this will be an expensive mission, but not impossible to achieve. Our efforts to find a sponsor have not yet produced any results and other funding avenues are to be investigated.

Please, if you would like to see no.82 return to the UK, contact Francis Whitehead (see page 2) who is acting as project co-ordinator.

Auckland (New Zealand) 109:

Always an unlikely project to go ahead, as no-one has come forward to take this vehicle on, it is likely to be dismantled for spares in the next few weeks.

A Skoda 9Tr:

Again, the concept of the Museum acquiring a Skoda 9Tr has generated interest, but not yet any financial support. There are still a number of 9Trs running in many cities in the erstwhile Eastern Bloc apart from Yalta mentioned last time, so there should be various opportunities to source a suitable example. Graham Bilbé should be contacted (see page 2) if you can help.

Hong Kong 701:

The news from Hong Kong is not good: no.701 has had its air conditioning equipment removed to repair a motorbus, and various cab switches and gauges have been similarly removed. In addition, faulty electronic control equipment was returned to Ansaldo in Italy, but has never been returned. All in all, it looks like this trolleybus has a gloomy future and is unlikely to see

Sandtoft unless a funded plan for it to be renovated in Hong Kong using reclaimed motorbus parts (and that missing control gear) and then taken to Britain is agreed locally in Hong Kong.

DEAR 'SCENE

Dear 'Scene

My husband and I wish to send our profuse thanks for the superb display, presentation, information tour, trolleybus rides, village tour and restaurant staff, which made the day an exceptional one. In particular would you kindly thank all the staff: they were very friendly and most helpful and informative about all aspects of trolleybus life. Thank you once again, and regards.

Joan and Peter Hollingworth, (Leicestershire)

+++++

Dear 'Scene

A few words to say "thank you" for a very enjoyable visit a friend and myself made to Sandtoft on Sunday (26 July). We first came to the 'Gathering in 1982 and had not, we were ashamed to admit, made a return visit until this year! We enjoyed seeing and photographing the trolleybuses that were running, also having rides on Huddersfield 631 and London 1812. Our drive from here was four and a half hours via the A3, M25 & A1, but we elected to return via the M1 and delays put an hour on that coming home. Never mind - we loved being back with the sight and (not much) sound of all your beautifully restored trolleybuses! (and there were only a few showers...). The Museum has clearly come a long way in our absence and we look forward to returning again in the future. I also enjoyed watching the new DVD released at the event - well done everyone and thank you.

Adrian Willats (Cowplain, near Portsmouth)

+++++

Dear 'Scene

Reference the section in the latest edition of *Sandtoft Scene* featuring a wish-list of foreign trolleybuses which will be available for sale/ disposal in the near future. Whilst I realise that in reality the likelihood of us actually obtaining any of these is, at best, fairly remote, I feel that the sensible course of action would be to concentrate our extremely limited resources in terms of finance, workshop and undercover space and, of course, the human resource, needed to restore these vehicles onto restoring and repairing the foreign vehicles we already have.

We currently have six foreign vehicles at Sandtoft - Limoges 5, Aachen 22, Porto 140, Marseilles 202, Leige 425 and Lyon 1704, and as I write, not ONE single vehicle is of passenger carrying condition: Lyon 1704 is a fine example of this, having been at the Museum almost three years and apart from being shunted around because it's in the way, nothing appears to have progressed, and of course we don't even get any rent revenue from it either.

I understand the argument that you have to grab vehicles when they become available, and that the opportunities for that are time limited, but my view is let's restore what we've already got first, which at a conservative estimate, and given the current very limited restoration resources, will take very many years indeed.

Stewart David (Reading)

22

Sandtoft Scene

Bruce Lake replies.

I do understand Stewart's viewpoint - it is one which has been expressed by some others as well. However, some of Stewart's facts are incorrect, whilst others need putting into context: Lyon 1704 is privately owned and DOES pay us rent. Limoges 5 is currently in test and able to carry passengers - it is just that with the special events we have had this year, we have elected not to run it. Leige 425 needs some further work to disconnect errant electrical units, which are not required for it to run at Sandtoft anyway, whilst Marseilles 202 needs a replacement windshield, which has taken some time to source, but which, in due course, will arrive and be professionally fitted.

It is a fact that we still have vehicles that require restoration, and they include a number of British vehicles. We, at Sandtoft, are not alone in this phenomenon, as other museums - Crich and a myriad of road transport collections and heritage railways - have vehicles and rolling stock that will take many decades to restore. The point is that these items are safe (or as safe as they can be) for restoration in the future; it has taken decades for some of our collection to be restored, but look at the gems we have, and consider what gems we are proposing or suggesting we acquire for our trolleybus collection. Obtaining further overseas vehicles is not just a whim, it is in line with our declared intent to tell the story (ideally, the unabridged story) of the trolleybus, and, by definition, that includes up to the current day - history didn't stop in 1972 when the last British trolleybus system closed! If we wait until we have finished restoring our existing collection, as Stewart suggests, imagine what important specimens (and the era they also represent) we would miss. In addition, we need to be able to educate and demonstrate to our visitors that trolleybuses have, indeed, moved on, and that modern systems thrive with an on-going development in electronics, design, bodywork, materials and so on.

REVIEWS

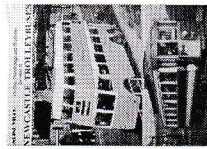
DVD - Coffins, Doodlebugs and Gosforth

The Story of Newcastle Trolleybuses

Published by *Online Video*

£18.00

(UK Postage £1.00)



Trolleybuses were introduced in Newcastle 74 years ago, when the first route (between Denton Burn and Wallsend) was inaugurated. Some tram routes were subsequently converted to trolleybus operation, and by 1939 a fleet of 100 trolleybuses was operating on five routes. Further route extensions came during and after the war (although tram route conversions to trolleybus operation were suspended for the duration of the war), and the last extensions to the trolleybus system occurred in the 1950s with the extension, in 1956, to Silver Linnen.

Newcastle's pre-war trolleybus fleet consisted of three-axle double-decker vehicles, and from 1942 to 1945 - during a wartime shortage of vehicles in the city - 9 Bournemouth trolleybuses were on loan. Trams were withdrawn and the trolleybus fleet was renewed completely with a total of 186 new trolleybuses after

October 2009

23

the war - a mix of two-axle and three-axle vehicles, including two batches of Metro-Cammell-bodied BUTs, virtually identical to London Transport's Q1 class. Some twenty trolleybus services - numbered in the 30s and 40s - were operated at the heyday of the system, but plans for city centre redevelopment were a contributory cause of the system's closure. Two Newcastle trolleybuses live on in preservation - Northern Coachbuilders-bodied Sunbeam no.501 is in the care of Beamish Museum (and is on loan to us at Sandtoft), and Q1 "look-alike" no.628, which is owned by the London Trolleybus Preservation Society.

The programme captures the glory days of Newcastle's trams and trolleybuses (and features Gateshead trams joint working with Newcastle's trams) before looking at the staged withdrawal of the trolleybuses. The development of the trolleybus system is covered with plenty of excellent footage including some taken in the days when the trolleybuses wore the familiar yellow and cream livery and the city's motorbuses were painted in a blue livery. There are many views of trolleybuses in action in the city, and the programme also includes preserved Newcastle tram 114 and Gateshead 10 in action at Beamish, and Newcastle tram 102 at Crich. One of the programme's route maps shows proposed trolleybus routes south of the River Tyne: like Newcastle, Gateshead had powers to operate trolleybuses, but in the event, did not exercise them (interestingly, trolleybus 501 includes some never-used Gateshead area destinations on its blinds !)

I acknowledge with thanks deriving some of the information I have quoted from *Trolleybus Trails* by J. Joyce and *The Trolleybuses of Newcastle Upon Tyne* by T.P. Canneau and N.H. Hanson, both long out of print. Copies of this excellent, and recommended DVD programme, which was originally published (in VHS format) in 1997, are available from our *Trolleyshop* at Sandtoft. Doug Barrow



DVD - Building Our Dream

(40 Years of The Trolleybuses Museum at Sandtoft)

Published by JJS Entertainment

£12.00

(UK Postage £1.00)

It is ten years, as far as I am aware, since a programme (a VHS tape) was produced with The Trolleybus Museum at Sandtoft's history and operations as the sole subject: a lot has been achieved since then !

Building Our Dream is a new programme published (during the Sandtoft Gathering 2009 weekend in July) by JJS Entertainment to relate the story of the Trolleybus Museum from the outset to the present day. Many copies of the programme were sold at the 'Gathering and I'm sure that many more copies have been sold since then !

Beginning with the Museum's early days and a clear site with much potential for developing a working museum, the



Sandtoft President Stanley King receiving his copy of *Building Our Dream* from James Race
Photo: Syd Eade

programme takes us through the development of the site, the arrivals of the first trolleybuses (and other vehicles) and an early open day with a number of visiting vehicles to explain to the local community the plans for the project. Prior to that first open day, the young Museum's first building (apart from the depot) - a box van purchased from British Railways - is seen being delivered: happily, it is still there, and still in use as the staff mess room.

That first open day, there was no power supply or overhead wiring in place, but one of the resident Huddersfield trolleybuses (no.619) is seen in operation using battery power - with, the commentary states, "the lower deck full of batteries" - and passengers seated on the top deck enjoying a short ride.

Most of the trolleybuses seen in the programme's early ciné footage are still at the Museum, whilst others (such as the Manchester Crossley 3-axle double-deck no. 1250) later moved to new homes. A visitor, seen calling (on tow) at the Museum en-route from southern England to Glasgow, is single-deck trolleybus TBS21; TBS21 is also seen calling in at the trolleybus test line alongside Doncaster Racecourse; and South Yorkshire PTE no.2450, the experimental Dennis "Electroliner", is seen operating there in both diesel and electric modes.

The Museum's first operation (with Bradford 845) using "live" electric power which took place in 1972 is featured: the method of power generation (also shown) was a bus engine driving a modified trolleybus traction motor. This arrangement lasted until mains power and a mercury arc rectifier were installed in the early 1990s. Another aspect of the Museum's development featured is the erection of the initial depot building and its subsequent extensions, along with the re-erection of the prefabricated "Tarran" bungalow and, much later, the parade of shops on the opposite side of Sandtoft Square.

Various views of the Museum in operation, including the annual 'Gathering, are included and the night-time filming is very interesting too, with Maidstone 72's interior lights going out as its trolleyheads pass under "dead" sections in the overhead. The ability of certain trolleybuses being able to use traction batteries for manoeuvring away from the overhead is demonstrated by Newcastle 501, and there is a special feature - at the end of the programme - about the May 2009 40th anniversary event with its intensive operations over that busy 3-day period. Various trolleybuses (I lost count of how many !) are shown in action, as are some motorbuses. Themed events such as one involving Doncaster Corporation vehicles and the 2006 one commemorating the 70th anniversary of the commencement of trolleybus operation in Reading are also included.

The standard of transfer of the early ciné footage is good, the latter-day digital images are very good, and "freeze-frame" shows very little distortion. James Race introduces the programme and links the commentary, sometimes in front of the camera; Syd Eade, Graham Bibbé and Brian Maguire also have inputs - and inevitably, a few visitors' voices have been picked-up by the microphone when certain sequences were being recorded on public operating days.

The programme is in pressed, not burnt, format on the disc, runs for 66 minutes, and is in an illustrated cover with some notes.

Don't stop the programme running when you reach the credits, as there's a surprise, short extra sequence (to conclude the 40th anniversary feature) after

the credits have completed their passage across your screen !
Buy your copy of *Building Our Dream* through the *Trolleyshop* at Sandtoft and help the Museum in the process.

Editors Note: *The DVD was released at the 'Gathering and is an amateur joint effort by a team of members - James Race, Syd Eade and Jonathan Whitlam: the profits will all go to the BTS and our Museum. The team manned a stall at the 'Gathering showing the DVD and as a result £215 was handed to Graham Bilbé at the end of the day, on top of sales in the Museum shop and the BTS stall. Whilst all filming and editing was done by themselves, the final pressing was done by a professional firm to top quality standard - and it shows! Our thanks go to James, Syd and Jonathan for having done a brilliant job !*



BOOK – Llanely Trolleybuses

Written by Geoff Griffiths

Published by Trolleybooks

Cover Price £15.95

(UK Postage £3.75)

Llanely's trolleybus system was one of the very few Welsh systems, and trolleybus operation in Llanely lasted from 1932 until 1952.

The late Geoff Griffiths undertook a lot of research, and managed (through a number of sources) to assemble a large amount of information about the Llanely system, locating also many interesting photographs, from a period before photography became the popular and more-affordable activity it is today and when there wasn't the same dedicated interest in public transport matters as now. It must have been an interesting challenge to gather such a fine selection of illustrations to accompany the well-researched and very informative text. In the narrative, Geoff uses the English spelling of the town's name, as the present-day Welsh spelling, Llanelli, was not adopted until 1967 – 15 years after the trolleybuses finished running.

Public transport in Llanely (one of the larger towns in South Wales) in the early days was in the hands of horse-bus operators and in 1877 the first proposal was made for a tramway. Although this particular proposal came to nothing, a 3'0"-gauge horse tramway was promoted in 1880 and commenced operation in 1882 under the Llanely Tramways Co. Ltd. One of the local horse-bus operators later patented a type of horse-omnibus known as the "Andrews Patent Omnibus" in which the gauge of the wheels could be adjusted to run on tram lines of any gauge - and in the process, upset the tramway company by running on their rails !

In 1905, an application was made to the Light Railway Commissioners for conversion of the existing Llanely horse tramway to electric traction and to extend the line, and although a Light Railway Order was granted in 1907, the proposal did not proceed. However, in 1908 an agreement was entered into between the Llanely Tramways Co. Ltd. and J.G. White & Co. Ltd. (a well-established firm of tramway installation contractors) and the latter started to

lay part of the new tramway to 4' 8½" gauge. Geoff Griffiths' book records the subsequent developments, and in due course obtaining powers - in the Llanely & District Traction Act 1930 - for trolleybus operation. Construction of the proposed trolleybus system was delayed until after the Llanely Borough Council had decided whether or not to exercise its option to purchase the tramway system in 1931, and after the Council had decided not to buy the tramway system the Llanely & District Electric Supply Co. Ltd. was in a position to plan conversion to trolleybus operation free from the threat of a municipal takeover of newly-installed capital assets.

The transition from tramway to trolleybus operation was phased, and the first trolleybuses (built by Leyland) were delivered during December 1932 - with the first trial run in the town being made on Sunday 19 December. The first public demonstration of the new vehicles took place on 22 December. Three Guy BTX 3-axle trolleybuses entered service in January 1935 and later that year route extensions were proposed: subsequently three 2-axle Guy BT trolleybuses joined the fleet. Two Bournemouth trolleybuses (nos.77 and 123) were hired from the end of 1943 to the summer of 1945; this pair had previously seen service elsewhere in Great Britain before their arrival in Llanely. Some utility-bodied trolleybuses joined the Llanely fleet, too, and further new trolleybuses were delivered after the war.

Nationalisation of the electricity industry in 1948 led to the Llanely undertaking being vested into the South Wales Electricity Board (an odd situation !). 1952 saw the South Wales Transport Co. Ltd. purchasing the trolleybus undertaking, and it wasn't long before the system closed with Llanely's last trolleybus running during the late evening of 8 November. Many of the trolleybuses were scrapped, but two subsequently joined the Maidstone fleet and ten were sold to Bradford City Transport (the Bradford ten were re-bodied before entering service with their new owner). The Llanely undertaking's original external livery for the trolleybuses was blue and white (and external advertisements were sign-written); the utility-bodied trolleybuses were delivered in a brown livery; and in later years a number of the undertaking's early vehicles were re-bodied and carried a green livery in place of the previous blue.

Geoff's 88-page book covers the system's history in detail, and the many illustrations include several of the tramway era (both horse-powered and the later electric operation). Some of the trolleybus-era photographs are in colour. The various appendices deal with subjects such as external livery and vehicle types; trolleybus rolling stock and disposals; the overhead wiring and power distribution system; uniforms, personal equipment and tickets; and several other topics. A very clear folded map inside the book's rear cover shows the overhead wiring layout at the system's maximum.

This excellent book was published in 1992 and just a few new copies still remain in stock at *Trolleybooks*. So, if you are thinking about getting a copy, you need to hurry - they are available at a special sale price of just **£10.00 plus postage** from *Trolleybooks*. Go to www.trolleybooks.co.uk.

Doug Barrow

RUNNING DAYS - 2009

Gates open 11.00 am to 5.00pm unless stated otherwise

St. Leger Rally

Bus *St. Leger Historic Vehicle Rally starting from Doncaster Aircraft Museum, transport-related sales stands and parades of historic vehicles at Museum.*

Sunday 18 October

Sunday 15 November **Twilight Trolleys** (open 11.00am to 6.00pm)
Trolleybuses operating after dark

Saturday 12 December **Santa Days** (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).

Bus denotes FREE bus service from Doncaster Interchange direct to The Trolleybus Museum. Departs Interchange, Bay C7, at **11.30am and 12.00noon**. Return departs Museum at **4.00pm and 5.00pm** (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

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).

RUNNING DAYS - 2010

Details of additional attractions, admission charges and bus service links have not yet been finalised. Refer to our website for up-to-date information.

Easter	Saturday, Sunday & Monday 3 - 5 April
Weekend Trolleydays	Saturday and Sunday 17 & 18 April
Extravaganza Weekend	Saturday, Sunday & Monday 1 - 3 May
Weekend Trolleydays	Saturday and Sunday 15 & 16 May
Spring Holiday Trolleydays	Saturday, Sunday & Monday 29 - 31 May
June Trolleydays	Saturday and Sunday 12 & 13 June Saturday and Sunday 26 & 27 June
July Trolleydays	Saturday and Sunday 10 & 11 July
'Gathering 2010	Saturday and Sunday 24 & 25 July
Weekend Trolleydays	Saturday and Sunday 14 & 15 August
Late Summer Holiday	Saturday, Sunday & Monday 28 - 30 August
September Trolleydays	Saturday and Sunday 18 & 19 September
Weekend Trolleydays	Saturday and Sunday 2 & 3 October
St. Leger Historic Vehicle Rally	Sunday 17 October
Twilight Trolleyday	Sunday 14 November
Santa Weekend	Saturday and Sunday 11 & 12 December