

Sandtoft Scene

January 2011
No. 80

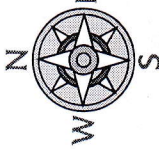


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News and Views from
The Trolleybus Museum at Sandtoft

years, so thanks are due to him for all that: we wish him well with his career. He will continue to actively participate in Museum activities, as he continues to manage our website, TDE and 'Gathering stall bookings and will also help, as and when he can, with reception and shop duties on open days.

Welcome to Chas, as he takes on the Commercial Director position in some challenging times: he has a wide-ranging remit covering, amongst other things, PR and publicity, income streams, Museum opening planning, and management of private bookings. The Board is sure Chas will quickly pick up where Aiden left off, to build innovatively on the sound strategies that have been established.



THE ROUTE TO SANDTOFT BLACK ROD KNOCKS ON THE DOORS - OF SANDTOFT! PART 1- Introduction, Overture and beginners

This writer has been reading in *Sandtoft Scene* the *Route to Sandtoft* contributions about Plumtree penned by Steve Collins. Although it is over 40 years ago, I believe that "yours truly" is one of the leading "characters" involved in the earlier stages of this saga. Your editor has therefore kindly allowed me the privilege to respond!

Firstly, I must congratulate Steve on not only an entertaining, but a surprisingly accurate account of the situation back in those early days of trolleybus preservation. I do not know how much of the original correspondence from the Nottingham Trolleybus Group (NTG) of those years survive - or if Steve had access to any of this information when compiling his articles. If this is not the case, then he must have an excellent memory. In either case, Steve's recollections capture some of the frenetic flavour of the situation during that period. They also graphically illustrate the growing sad divisions of the trolleybus enthusiast fraternity that prevailed at that time, along with the awful financial uncertainties within the preservation movement in that era. As Steve's articles described, in Nottingham many of these latter monetary difficulties were of their own making - in this writer's opinion, anyway.

I am aware that Steve's articles were, understandably, well received by the readership of *Sandtoft Scene* and even prompted some response in the "Letters to the Editor" section of the magazine. His recollections seemed to have provoked a genuine interest in these "formative" years. However, by his own admission, Steve informs us that he was arguably "coerced" - or even "conned" into the NTG, by the "Teacher" in October 1965. I shall revert to this later in this article! Of course, the NTG had been established some years before that date. Steve therefore "skims" over this early period since he was not involved. I can therefore understand him arriving at some of his conclusions - especially the relationship between myself and the "Teacher"! I think that this background requires further explanation.

When I look into the shaving mirror these days, I seem to see my father's face looking back at me! Therefore, as one Nottingham trolleybus friend of mine

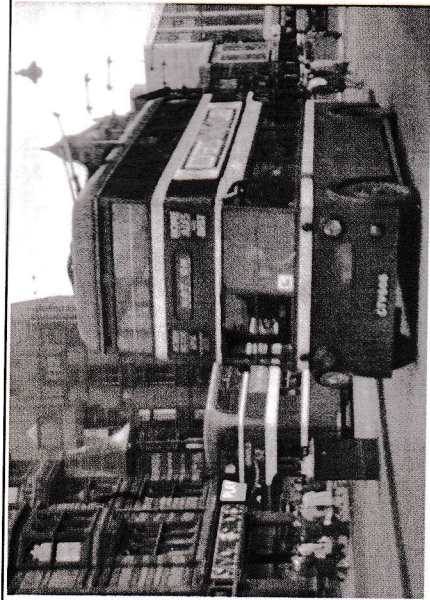
explained to me, "you had better put it in writing.... before it's too late". Thanks! These, therefore, are my recollections of those days. When I resigned as "Hon. Sec." of the NTG, I handed all the correspondence and records over - as you would expect. Bits and pieces were kept by "default" in that, if there was personal correspondence - e.g. I was purchasing a destination blind at the same time as arranging a tour, etc. - this letter was retained on my own files: hence my occasional reference to them. My real regret is that the minute book of the NTG (that I rather regarded as the "Bible" of the organisation - and acted accordingly with its directions) seems to have disappeared. This is so unfortunate: its contents, I am certain, would reveal so much of the tremendous early thought, planning and effort demonstrated in the first years of the NTG. I am sure that it would illustrate the politics that sadly infiltrated the mid-1960s' operations within the Group - so graphically described by Steve.

Sprinkled with some anecdotes, this account therefore tries to set out the perspective of the (very!) early days of trolleybus preservation. I hope to comment on some of the long-standing misnomers that seem to have persisted over the years. I will also take the opportunity to clarify certain areas of trolleybus history recorded in books and/or video/ DVDs - all in good faith - that may not be accurate. Reaching my advanced stage of decrepitude, my memory is not perfect. Consequently, if anybody can add further detail or further clarification to these notes, I'm sure that the editor of *Sandtoft Scene*, David Needham - and certainly this author - would be delighted to hear from them. In his articles, Steve did not use anyone's real names but awarded them various "nom-de-plumes" - my handle of "Black Rod" being only one. I hope that he will not object, for ease of identification and continuity, to my adopting the same names. I also sincerely hope that I have correctly identified the characters involved - who knows - "Black Rod" might not be me!

My first "contentious" thought is the precept throughout Steve's articles that the late, great Mike Dare was to blame! This was due to the fact that, undisputedly, Mike was the first person (albeit on behalf of the RTS) to "privately" purchase a trolleybus for preservation. Steve understandably asserts that Mike set the trend and we all subsequently followed....indeed, this might have been the case later in some instances - but not in Nottingham. No, no, NO, Steve and all you good readers! Without trying to diminish any of the incredible achievements that Mike attained - it was NOT his fault! Mike might have undoubtedly proved one of the saviours of the Plumtree vehicles eventually - but he was most certainly NOT to blame *initially*.....

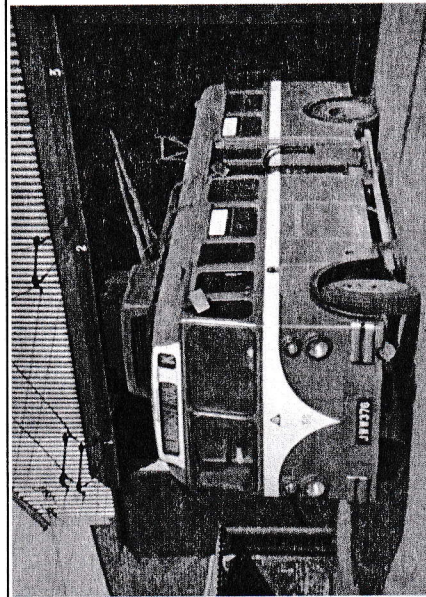
Going back to the beginning of 1961, the only time that I had come across the name of M.J.C. Dare was in *Buses Illustrated* (BI). Mike had contributed no.26 in the British Bus & Tram series in BI featuring Reading Corporation Transport: these appeared in issues 50 and 51 of April/ May 1959. However, for his trouble, Mike earned himself a gentle admonishment from the Editor in BI 52 for failing to acknowledge that some passages of his essay were taken from a previously published book. The article did provoke a response from another reader who had clearly enjoyed Mike's articles and to whom Mike penned a reply

in a further issue of *BI*. So, if it is not Mike's fault, whose is it? It has to be said that the Tramway Museum Society (TMS) at Crich - then still in a formative stage - was an influence: whilst then not operational and looking something resembling a cross between a scrap yard and a building site, there was some



semblance of planning and order. Crich is close to Nottingham, so consequently local newspapers contained the occasional report of an arrival of another tram and charted the remarkable progress of the TMS. Influential - yes, but was the TMS really to blame? No! It was anybody's fault, then the blame lies with Nottingham City Transport, or probably more accurately, Nottingham's Transport Committee and City Council - these were the real "culprits".

On 1 March 1961, the local newspapers in my home town of Nottingham contained headlines advising that the trolleybus system was "going to get the axe". The Transport Committee, and subsequently the City Council, had decided to abandon the trolleybus system "over the next 6 or 7 years". I was gutted. So, apparently, were a number of other people who were interested in trolleybuses and questioned the wisdom of this decision. Immediately after the shock announcement, a few local enthusiasts started to hold a series of informal meetings to attempt to fight the abandonment programme. I do not know at what juncture they adopted the name of "Nottingham Trolleybus Group" (NTG). However, I do know the issue of saving a trolleybus for posterity was discussed. Ideas at the time seem to favour persuading the Council to display a suitable candidate at Wollaton Hall, where the city's Natural History Museum was situated, and it was adjudged that there was ample storage area. Should the Council not be interested, a novel, but logical, alternative suggestion was aired: they would purchase a trolleybus privately - unheard of at that time. Since some of this merry band were also tram enthusiasts, it was also thought that the TMS should be contacted to see if they would be interested in storing a Nottingham trolleybus, with a view to



18 February 1961 - Mexborough & Swinton no.38 will be recognised as Sandtoft resident by its registration number, JWW 376, although not in this guise. Following closure on 27 March 1961, this vehicle was one of those placed in service at Bradford. With a new double deck East Lancs body, it entered service as no.846 on 1 February 1963. Subsequently preserved, 846 is not currently in service at Sandtoft. As Mexborough 38, the trolleybus is depicted at the M&S depot in Dale Road, Rawmarsh, 5 weeks before closure during your author's first "specific" trolleybus trip *Photo: "Black Rod"*



26 March 1961 - Doncaster 395 features a "chequered" career! It was originally Mexborough & Swinton no.3, new in April 1943 with a Brush single-deck body. Purchased complete by Doncaster Corporation, it was re-bodied by Roe as a double-decker before entering service during October 1955. Upon withdrawal in December 1962, the body was transferred to motorbus 188 which is now preserved and is believed to be operational. As trolleybus 395, it was photographed on Warmsworth Road, approaching Balby terminus *Photo: "Black Rod"*

operating it alongside the tramcars when, indeed, electrification took place at Crich: Crich would thus become a tram and trolleybus museum, possibly thereby widening its appeal. Whether or not any correspondence ever took place, I do not know. What some of the older TMS members who had seen their tramway systems replaced by these upstart trolleybus contraptions would have said must therefore remain un-reported. Some years later, of course, Derby trolleybus no.215 did operate at Crich, but it has remained a tramway preserve. However, there are now highly-successful multi-modal museums so it was quite a forward-thinking idea! The small, but enthusiastic, Nottingham group realised that they needed to attract more members. Unbeknown to me - and obviously many others - they arranged a tour of the Nottingham system on 14 May 1961 using BUT/ Roe no.487 in an attempt to draw attention to their cause. The problem was that



10 July 1961 - Belfast 98 at Carrs Glen terminus entering Ballysillan Road. The Carrs Glen service 35 had opened on 30 April 1951 and worked cross-town to Cregagh as service 33. Unfortunately, both services closed on 13 October 1963, with no.98 having been withdrawn the previous day for preservation. It survives at Ulster Folk & Transport Museum, sadly in an extremely poor condition with danger of the body collapsing

Both photos: "Black Rod"

few people were aware of this tour ! Such was their informality that the tour itinerary, of which I was subsequently sent a copy, was anonymous, not stating who was responsible for organising the trip!

Back to the drawing board. After this somewhat false start, the main focus of the group was still to try and change the Council's minds regarding trolleybus abandonment, but inevitably, the topic of preserving a trolleybus continued to be discussed. Now, I am sure that some of your older readers are thinking "hang on a minute, the Reading Transport Society (RTS) was formed in April 1961: Black Rod is over-egging his case in stating that Mike Dare is not to blame - the NTG merely followed his lead. Could that saintly Steve Collins be correct all along ?" Not so. The first indication that anybody else would attempt to privately preserve a trolleybus came in *B/* no.75 (June 1961) - i.e. some 3 months after the Nottingham group's initial meetings. This reference on page 212 of the "Vehicle Developments" section of the magazine under the Reading heading merely stated that "...a group of local enthusiasts plan to purchase 1939 AEC trolleybus 113 for preservation. It will be kept in the premises of Smith's Coaches of Reading". The fact is that Nottingham people had no idea of the existence of the RTS and, I suspect, vice-versa. Each group was oblivious to the other's activities and initially operated on a purely local basis. However, the concepts were different: the RTS appeared to have set out to preserve a type of vehicle that would disappear from the streets of their town as it was to be replaced by new trolleybuses - the Reading system was, happily, under no threat at that time. The NTG was seeking to persuade the city to retain the trolleybuses and preservation was initially a secondary consideration.

In Nottingham, after some deliberation and following further reports on the growing threat to the trolleybuses, another tour of the system was planned. This time, there was more publicity: I read an article in the *Nottingham Evening Post* for 9 October 1961 with the headline: "A new Group of Enthusiasts Enter the Saving Arena". It briefly mentioned preservation, but highlighted how a number of people had set up an organisation to fight the abandonment programme and to further popular interest in the city trolleybus system. To get things off to a flying start, the article stated that a tour had been organised for 29 October 1961 and a contact name and address was given - the Nottingham Trolleybus Group had been born or had it ??

ON TOW

REMINISCENCES (No.4)

(Continuing with 835's trip to Crich and the journey back to Bradford)

Mick Leak

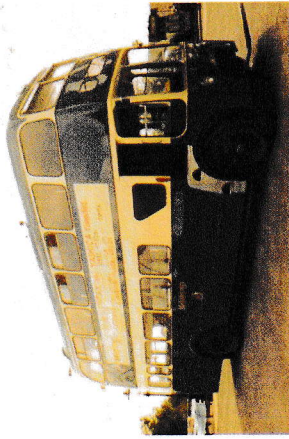
Sadly, we never got to operate 835 during its brief visit to Crich, as, after a hurried meeting, those in charge decided against it. They were worried that something might go wrong and that if it did, it would prevent the trams operating the next day. Obviously we were upset but had to accept their decision and look at matters from their point of view.

We enjoyed ourselves on the Sunday and, as the day wore on, we began to think of our return journey.

Looking at the map, we decided there was, maybe, an easier way back and we could save quite a few miles and join the M1 further north. For those of you who have explored the area, you will know there is a road up past Crich Stand (the memorial tower). This would take us in the right direction to join another country road leading to where we wanted to be. Apart from the width, our only concerns were overhanging trees and possible low telephone lines. So, with these relatively small concerns, we bade farewell to Crich.

Our ultimate goal was to reach the A61 and then on to the A6175 (North Wingfield) and join the M1 at Junction 29. The road wasn't too bad, although the trees were a nuisance. At this stage I was steering 835, with Alan driving the tower wagon. Progress was steady and I guess that we were doing well at an average speed of 20 mph. I cannot remember how far away we were from Crich when matters took a turn for the worse !

Our undulating road suddenly became a little bit steeper and it made a sharp left turn. Now, it was this left turn that made all the difference I am sure. If the hill had been straight on, I'm certain we would have got up with a little bit of skidding. But it didn't go straight on ! As the towing vehicle went round the bend, it presented itself at right angles to the trolleybus ! Now, it seemed, the situation was such that, with the sharp corner (and upward gradient), 835 was



835 outside the Assembly Rooms at Crich

Photo: Robin Kitson

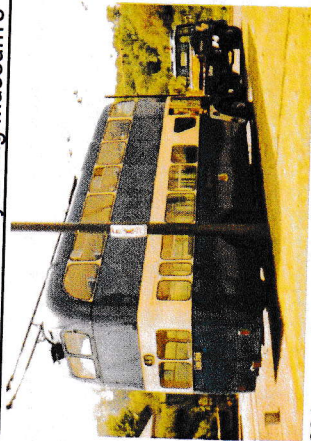
no longer being pulled forward but, rather, sideways ! Or it would have been if those appalling tyres hadn't lost their grip. We just could not get round that bend - no matter how we tried. We were well and truly stuck ! It was a case of directing the occasional traffic around the obstruction we had caused, whilst scratching our heads.

If ever we were to wish for a knight in shining armour to appear, it was there and then. But, appear he did ! Our rescuer was a farmer driving a Haflinger (I think that's how it is spelled) 4-wheel-drive agricultural vehicle. These remarkable off-road vehicles have one main tubular spine (chassis) on to which all else is appended, or pivoted from. The farmer patiently listened to our description of the problem and then offered to give us a helping tow ! His vehicle hardly seemed big enough, but it soon demonstrated its amazing capabilities. Hooked on to the front of the AEC, we set off and successfully negotiated the bend. The farmer kept on pulling until we managed to gain the main road (and level) at the top of the hill. Refusing any payment, he unhooked and prepared to turn round. We obtained his address with the promise to send him a copy of *Trackless* (the BTA's journal) with a report of our escapade (we did just that, but I cannot help wondering if the tale recounted in that edition is slightly different from how I remember it now !).

We gained the M1 - as ultimately intended - and chugged along at a mind-stupefying 28mph. This was really trying. I remembered the days of old, when lorry drivers would "knock it out of collar" (out of gear that is !) so I gave it a try and we even reached forty at one stage. The M1 may go north but it's not all uphill. Other than that, the rest of our journey proceeded unremarkably and we reached Bradford without any further problems. It had been a nightmare of a tow and one that was never to be repeated for us - although 835 and A9 were partners a few more times as we spread the good name of the West Yorkshire Transport Museum by attending galas and open days.

Of course, not all tows were nightmares ! Probably the easiest - but one of the fastest - was a trip from Sandtoft to one of the Black Country Living Museum's biennial events with 834: the late

Peter Swift fitted up a coupling for an air supply from the towing wagon and the results were superb - no more yanking on the handbrake to stop or draw the truck driver's attention - you could bring everything to a halt just by pressing the trolleybus's brake pedal. I am sure that there are many of you reading this who may have their own "on tow" stories - perhaps you could put pen to paper. Most of my other towing involvements had no problems, other than trivial little things - like old ladies at the bus stop getting annoyed when the "bus" did not stop



834 soon after arrival at Dudley: the tow truck is Graham Builders Merchants' (hybrid) Albion from their Huddersfield head office. It was probably no coincidence that both David Mitchell and I worked for that company !

Photo: Peter Swift

for them, or car drivers espying a gap between you and the lorry in front and trying to cut in !

Life was interesting then - always an adventure !

OBITUARY

JOHN DOUGLAS FOSTER

30 August 1948 - 4 December 2010

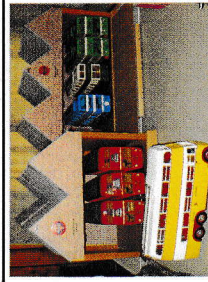
It is with the greatest sadness that we have to record the sudden death of John Foster at the early age of 62.



Photographer's name not recorded

John had a lifelong interest in most forms of transport, but trolleybuses were, to him, the most important, with those of his native city of Nottingham obviously being among his favourites. For more years than we care to remember, no running day at Sandtoft would be complete without the sight of John, with his smile and his camera, and we are sure that our friends at Carlton Colville and the Black Country will say the same about their events. As well as supporting the trolleybus operating museums, John also made frequent visits to see the trams at Crich and Beamish, and the many steam railway lines throughout the country.

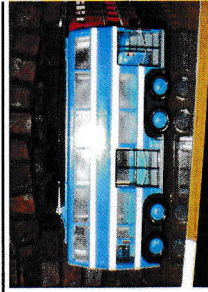
As a schoolboy, John built up his own fleet of toy buses, and worked out his own routes - with timetables - using the Dinky "STL type" models, which were probably the only ones available at the time. He kept a large number of these and painted them into a wide variety of styles and colour schemes, but he began to realise that, though acceptable to a boy, there must be something better. In view of this, John became an accomplished model maker, and the standard of his scratch-built trolleybuses reached a degree of excellence that will be difficult for anyone to equal, let alone surpass.



John's scratch-built models



The 3 London trolleybuses (surprisingly there are no 3-axle Nottingham trolleybuses)

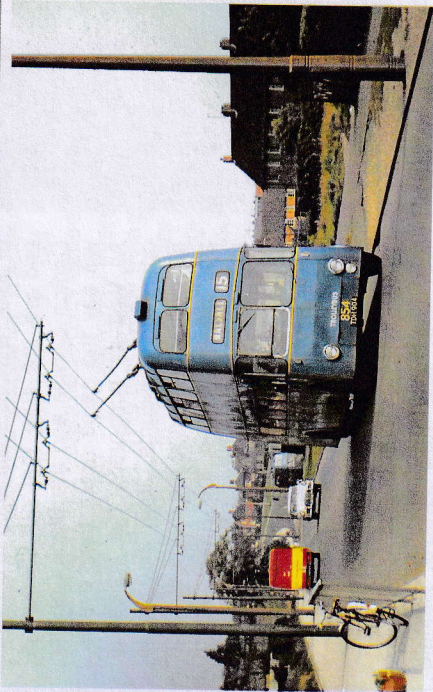


Was this John's idea of a future trolleybus ?

Photos: David Needham

A KALIDSCOPE OF JOHN

Wolverhampton Roe-bodied Sunbeams (L to R) 448, 444 and 432 (the latter is now preserved at the Black Country Living Museum at Dudley). Just look at the shape of 448's negative boom! Misshapen booms were a feature of Wolverhampton trolleybuses in later days.



Walsall 854, one of General Manager and Chief Engineer Ronald Edgley Cox's famous 30'-0" long Willowbrook-bodied "goldfish bowl" Sunbeam F-4As, seen on 29 August 1970 in Moss Road: no.859 can be seen in the distance behind.



Huddersfield 619 reverses at the town's spectacular route 40 terminus at Longwood in 1967. 619 is, of course, now one of our museum's regular service trolleybuses

The photographs in this feature, all taken by John Foster, are a selection from the huge, well catalogued, collection he has left to the Museum

FOSTER'S PHOTOGRAPHS

Bradford 746, another of Sandtoft's regular service trolleybuses, when it was a dedicated trolleybus diver training vehicle and numbered 063, negotiates the roundabout at City Hall Square in 1971



Ipswich Transport Museum's Sunbeam trolleybus no.126 in 1982, when it was on loan to us at Sandtoft. After Ipswich's trolleybus system closed, no.126 was sold to Walsall and ran there as no.347 until February 1971. It was one of 4 very different trolleybuses that were sold by Walsall (by then WMPTE) before the system closed



'Gathering '79, and Doncaster 375 is in service in Sandtoft Square. Power then was provided by a generator, Huddersfield 619 and Nottingham 578 wait opposite for their turn in service, whilst ex-Reading AEC Reliance no.12 is behind 375, running the car park shuttle service.

John was a very private man with an interest in a wide range of subjects and pastimes, but he was able to keep all these separate so that he could always deal with the matter in hand, and contribute in a thoughtful and considered way. For example, where trolleybuses were concerned, he was literally a walking encyclopaedia, and when he was at Sandtoft he would join in the conversation, and was always able to add information and details in an intelligent and reasoned manner. However, he was also involved in amateur musical productions, because he enjoyed singing, but this was never mentioned at Sandtoft, presumably for the simple reason that it occupied a different part of his life, and was not relevant when visiting a transport museum.

As well as his models, John built up a large collection of ciné films, colour slides, photographs, and books, and the way he maintained his collection was typical of his orderliness and attention to detail. All the films were of the same size, kept in standard canisters, numbered, labelled, and indexed; likewise, all the slides were indexed and stored in identical numbered boxes, and the photographs were mounted in uniform, high-quality albums. Despite having difficulty obtaining the correct kind of colour film, John flatly refused to convert to video, though he did see the benefit of buying commercially-produced films available on DVD!

Sadly, following his death, his collection has had to be broken up and dispersed, with the various components going to wherever they will be looked after best and appreciated. Fortunately, all the trolleybus items have been bequeathed to Sandtoft, and we must thank his next-of-kin for contacting us, and the other organisations, so that arrangements could be made to move all the material quickly and safely.

That John will be missed is an understatement. Everyone who knew him liked him, and newer members all said what a nice man he was. Yet oddly, he was never a Sandtoft member: if he had joined the Museum, he could have visited all the events for nothing, but John didn't like that idea; he preferred to pay at the gate every time. His reasoning was that due to the frequency of his visits, Sandtoft would gain more in financial terms if he remained an ordinary visitor - not many people think like that!

Due to the winter weather, it has not yet been possible to sort and record everything that Sandtoft has inherited, but it is obvious that it will provide an invaluable archive for the future. The models, however, will be kept together, and put on display so that as many people as possible will be able to see them, enjoy them, and appreciate the ability of the gifted man who created them. The quiet, well-spoken man, who has left us such a remarkable legacy, will always be remembered with respect and affection by everyone who knew him.

RECENT RUNNING DAYS

St. Leger Rally - 17 October 2010

Once again, the DO&LRS St Leger Rally proved to be a brilliant "do" - helped by decent weather - with a very respectable turn-out of historic vehicles of all sorts, these being displayed on our "new land" (visitors' cars were parked on Whites Farms' "figure of eight" land). The, now, well-~~tried~~ formula of selected



Several of our Museum's "local" buses are seen parked up on the "new land" awaiting the arrival of the St. Leger Rally's road run vehicles from Doncaster. Both photos: Stewart David

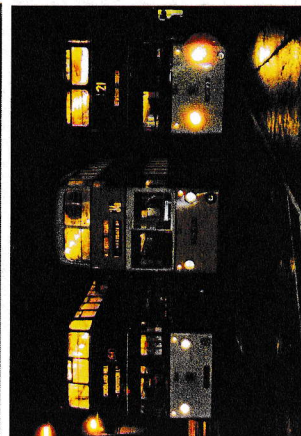
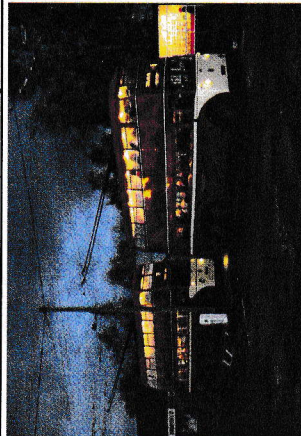
rally exhibits driving around the Museum roadway, along with the service trolleybuses was quite evocative and much appreciated by the watching masses. If only we could have just an odd few period cars, vans and lorries around on our roadway (even just parked) on other operating days, it would make our Museum that more interesting: after all, trolleybuses *did* run on trafficked roads! Well done, you DOLRS members - a super day!

Twilight Running - 14 November 2010

Our 2010 twilight event coincided with Remembrance Sunday, so a two minute silence was duly observed by Museum staff and visitors alike at 11am.

Unfortunately, Maidstone 56 - which had been rostered to operate - failed its earth leakage test miserably, despite the weather being fine on the Friday. So, 56 did not get to run in passenger service. Edmonton 189, which had also been

scheduled for service, developed an electrical fault which prevented it from operating in service too. In early afternoon, Bradford 792 failed in service with suspected resistance bank problems, which resulted in Huddersfield 631 being brought out, leakage-tested and entering service for the rest of the afternoon, to join Huddersfield 541 and Newcastle 501: both Huddersfield vehicles have traction lighting, making them ideal candidates for "after dark" operations, as bright lights are guaranteed without having to rely on batteries (which seem to quickly discharge with the relatively small amount of running - and therefore charging from the on-board generating equipment - possible at the Museum) and, of course, the lights evocatively flash off and on



Both photos: Stewart David

again as the trolleyheads pass under "dead sections" in the overhead.

After a somewhat slow start, visitor numbers began to pick up from early afternoon, and by the time it began to get dark - after 4pm - we had a good crowd of people at the Museum, resulting in an impressive 450-plus passengers being carried and over 40 service runs performed.

The three service trolleybuses (all now 3-axle ones) were lined up for a photo-shoot and then proceeded to run simultaneously for around ten minutes, giving the large group of photographers plenty to capture.

NEWS ROUND-UP

Santa Weekend: Most unfortunately, we had to abandon the Santa Weekend due to outstandingly adverse weather conditions - there was 12"-16" of snow at Sandtoft! Even if the weather had improved - even a little - we would have had trouble with a waterlogged grass car-parking area and unknown problems with water supplies (which we had drained down as a precaution against burst pipes) around the Museum, to say nothing of poor road conditions for volunteers and visitors getting to us. It was on this basis that the decision had to be made to cancel the weekend - a great shame as it is generally quite an enjoyable end-of-season event, albeit not that remunerative. As it happened, the poor weather had prevented preparative work on getting Santa's grotto ready, so at least that effort was not wasted - and, we understand, Santa, hims(eif), was able to become busy elsewhere.

One of our early events this year will be the Easter Eggstravaganza, so any children disappointed in not seeing Santa at Sandtoft in December can come along to the Easter egg-hunt! The "Skegness Hut" may also be opening this season as a children's play area, so there will be plenty for them to do.

Security: Recently, the Black Country Living Museum has had quite a bit of the tram and trolleybus overhead cut down and stolen. This has obviously worried us, and we all need to reinforce our approach to security at our premises to try and ensure the same doesn't happen to us. In fact, metal theft has become a major problem country-wide due to high scrap values, with the railways suffering and many museums targeted. We have looked at more ways of protecting, arguably, our greatest asset, and new measures have been put in place. This includes an instruction that ANY volunteers working "on site" when we are closed MUST make sure that BOTH gates are SHUT and LOCKED to stop opportunists getting in whilst the volunteers are out of sight (even for a few minutes). By making sure the gates are locked this will help to prevent individuals "casing" the place (we often get vans coming in, asking if we have any scrap, or asking for directions, and some of them look a bit "fly-by-night"). Arrangements for access for any deliveries will need to be made via phone contact. We may lose a few "passing visitors" who would pick up a leaflet and visit later, but better to lose a few of these than lose our overhead!

Museum Infrastructure and Work: Normally, the winter season is the time to get some of the bigger projects started, and hopefully, finished. This year, besides the "Skegness Hut", we wanted to get the trolleybus "terminus" stop

kerb re-aligned, and the cast iron Litchfield shelter put up. So far, the weather this winter indicates we may not achieve all we had hoped to do.

The short-circuit on the overhead which occurred during the World-Wide weekend in October, during particularly damp conditions, took some finding: the short had been tracked down that weekend to the inner circuit wiring, but this still left an awful lot of insulators to check out - and going up in the cherry-picker to every line hanger is a long job. In the end, Steve Harrison re-applied power to the inner circuit one evening, and was then able to see the flashover in the dark.

The problem was near the front gate, and involved power flashing between the positive inner circle wire, up through a line insulator, through the span wire and across the outer circle, down several lengths of bridle spanwire (though a couple of bull-rings) and back onto the negative outer circle wire through another defective line insulator!

Having established exactly where the problem lay enabled Bruce Lake, the following week, to go up with new insulators and get the faulty ones replaced. The various links across the frog and crossing insulators that had been taken out to isolate the inner circle were then reinstated and all was well again.

The insulators involved are under great strain and eventually start to deteriorate - quite apart from the fact that they are, no doubt, over 50 years old. Eventually some of them fail, especially in very wet conditions and the electrical current flashes between the overhead line and the line hanger: a short only occurs if the current can find its way back to the opposite overhead line (i.e. positive to negative, or vice-versa). Even in these extreme circumstances, there is no danger to people, as, by design (for these eventualities), the traction poles are isolated from the overhead by double-insulation on the span wires and obviously are grounded (earthed) anyway.

Our overhead is checked annually, with defective equipment replaced, moving parts (in frogs) greased and parts that require it, painted. As this is normally a visual inspection with the power switched off, the problem was not identified. With the power on, a full check of all insulators in use is now planned for late winter, before the new running season, to get any other deteriorating insulators replaced to ensure the problem doesn't happen again.

You may be aware that the café has been so successful that it quickly runs out of room to seat everybody, especially on inclement days. Expanding the seating area has been in mind for some time, and has revolved around a proposal to move the trolleybus simulator to the "Skegness Hut" children's play area and re-modelling the display cases in the café area. Unfortunately, the simulator is too high for the Skegness building and reducing its height as much as would be necessary would reduce its impact as "a trolleybus". Further, dismantling it and moving it out and re-erecting it would be a massive and time-consuming task and hence rather challenging to finish by the time we re-open. It has become apparent also that some parents like the idea of somewhere the kids can play while they have a quiet cuppa. As a result, it has been decided now to relocate the large display case currently at the side of the

simulator elsewhere and move the simulator to the wall at the end of the café "room". This will release a substantial area that will allow the kitchen to be slightly enlarged, and for additional tables and seating, at the same time enabling wheelchairs to be more easily accommodated (something noted as being a problem during our access audit).

A site survey has been undertaken by a firm called Groundworks - a free initiative supported by the MLA. This has identified a number of deficiencies that need addressing and also some areas of our operations that can be improved to save money. The Board are to consider the findings and will adopt what improvements they consider are appropriate and affordable.

The electrical installations at the Museum are due to be checked over: it is now around 35 years since some of it was installed and it is very likely that a number of things will need to be upgraded to comply with current legislation - the depot, workshop and lecture theatre are cases in point. Some of the items to be worked on will also satisfy the improvements highlighted in the Groundworks survey.

Following the replacement of the rotten door to the disabled toilet, several others, not quite as bad, are under investigation and could be replaced. The southern aspect of the lecture theatre will also see some work done on it for the same reason.

The 2011 Season and Running the Museum: Of course, 2011 is the centenary of British trolleybus operation, so it will be our opportunity to make a big splash this year. The programme of events has now been finalised and can be found on pages 27/8 of this edition - and, of course, they are on our website, www.sandtoft.org. The whole programme will rely on lots of volunteer time, so please help if you can and let Tony Ferris know (see page 2 for contact details) as far in advance as you can when you are able to help so he can compile the rosters for the various days.

There are aspects of open days that are regularly short-staffed. Despite trying to roster the various jobs, there are some things that always seem to be a problem. In particular, the café, the shop, the entrance/reception building and the car park are often left short, or there is no cover for a break or lunchtimes. Maybe these are less attractive to the enthusiasts among us as they are not involved with the trolleybus or bus operation. However, they are vital to the running of the Museum on open days, and indeed, are the ones that take all the money! Please consider offering your services, if only for an hour or two (if not all day) in these areas so as to give the "regulars" a break. The exception here has to be the café, which really needs already-experienced or qualified people as on-the-job training is virtually impossible in the cramped, fast-moving environment of the café: having said that, if you believe you could help here (or know someone who could), please let us know and we will see what can be worked out.

We are aiming to try out for visitors a "historical tour" utilising a range of operating trolleybuses from different periods. The idea is on open days to talk pre-booked groups of visitors through the development of trolleybuses.

progressively giving them rides on trolleybuses from different eras between the 1930s and the 1980s - the range of our exhibits.

We strive to continually improve our Museum, not only the infrastructure and exhibits, but also the visitor experience: to that end, we are going, this year, to introduce a Visitors Book, so that visitors can comment on us and what we offer. Feedback is most important in understanding what visitors are looking for on their visits to attractions: we already participate in Visit England's Visitor Attraction Quality Assurance Scheme (VAQAS) and react to their "secret visitor" survey and report, and are planning also to conduct visitor surveys so that we can accumulate data on a variety of aspects of our visitors and visitors' perception of the running of our Museum.

A trial with a member of staff (Richard Goddard) mingling with our visitors wearing a "Happy to Help" badge and generally offering advice and answering questions has been a success. The more well-known he becomes, the more people will make use of him, of course. Naturally, all staff on open days should have an attitude of being helpful to our visitors and ensuring that they make the most of their visit - after all, that's what open days are all about!

After much consideration and consultation, it has been concluded that we cannot take the risks associated with using under-16s on conducting duties. Under-16s will be able to train and still perform some of the duties but only under the guidance of a qualified conductor. They will be able to be passed out and "go solo" once they are 16. We need to find other activities to keep our young enthusiasts interested, so if you have any suggestions please let us know.

Commercial: The 2011 publicity leaflet will be similar to last year's with the "3D" map in the centre. As previously, we have contracted the main distribution of the leaflets, but should any member be able to get some of our leaflets placed in otherwise "untapped" outlets, please get in touch with Chas Allen (see page 2).

Engineering: A better servicing programme is to be established for our fleet of ancillary vehicles like tractors and the cherry-picker, to ensure they always work when needed - something which, sadly, isn't always the case at the moment. If you would like to help with the periodic attention vehicles like this need, then please contact (see page 2) Ian Wilson.

A clear-up campaign is in place in order to make areas like the workshop safer and more pleasant to work in. A survey of potentially redundant items is to be made and labelled up if they are still useful. Please think about what you may have stored in the workshop, depot and other non-stores areas and make it known if these are to be kept, otherwise you may find that they have been dumped! On the other side of the coin, please do not bring things to the Museum "just in case they may be useful" *unless* you have checked that this is actually the case beforehand - if not, then these may be unceremoniously dumped too.

Health & Safety: A series of risk assessment training courses are being developed and will be presented to workers at the Museum, so that they will be capable of assessing risks before embarking on potentially dangerous

tasks and then taking the appropriate steps to avoid or reduce the dangers. To do a task safely we all need to use the correct equipment in a safe manner and/ or use personal protective equipment (PPE). We take this opportunity to remind everyone that we are obliged by law to make sure everyone understands these principles and that our workers are, likewise, obliged to comply with requirements set by the Company. We hope common sense will prevail as health and safety measures are put in place and observed.

TROLLEYBUS ANNIVERSARIES

Compiled by Geoff Welburn
January to March

Systems Opened

85 years since Darlington opened on 17 January 1926

65 years since Brighton Hove & District started their operations on 3 March 1946

Systems Closed

80 years since Ramsbottom closed on 31 March 1931

50 years since Mexborough & Swinton closed on 26 March 1961

VEHICLES REPORTS

Cleethorpes 54 made its first run under power on test on 21 November 2010. After connecting the motor cabling, 54 was tested and ran, although not with the correct notching at first. The problem was traced to a faulty resistance bank, where part of R0-R1 was broken. On fixing this, the notching worked properly.

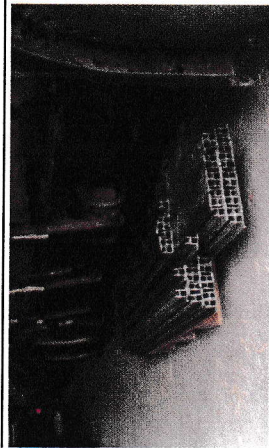
There is still a lot to do, of course, including finishing the mechanical work, painting and seats, but it is a tremendous step forward - 52 years after it last ran (that was back in 1958) and 50 years after the Cleethorpes system closed.



Both photos: Bruce Lake

Johannesburg 589: Much progress is now being made after a very slow start caused predominantly by the need to find a steel fabricator that could make new body sections to the required standard, and to a design as close to the original as we could manage.

The off-side (where the corroded structure is probably in the worst condition) lower deck area was selected to start: one by one, every body pillar has been removed and replaced with new, at the same time, renewing the steel stress panels. The "new" structure has been temporarily fixed with nuts and bolts, but once everything is right, the nuts and bolts will be replaced with rivets (or rather, a "modern" -and equally strong - equivalent that is more practical to fix).



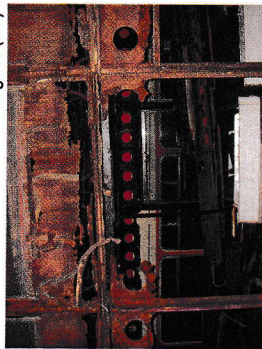
42 new body pillars - enough to build a bus !!



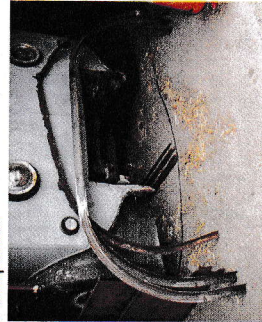
Some of the new curved lower deck pillars, with an original (left) for comparison



New stress panels for below the lower-deck windows (left) and the cant rail (right)



A lack of anything to hold the top deck on!



New wheel arch frames - one for each side. The third (rusty) frame is the offside one used as a pattern

Photos by Richard Bilbé

Care has been taken to shore up the structure as parts have been removed, and as this has been done, it is quite apparent just how little strength there was in the original frame. Extensive corrosion around the joint between top and lower deck means that there isn't actually much holding the two together!

The off-side rear wing over the rear bogie has been removed to allow access to the frame supporting the wheel arch: this has been removed so that replacements could be made for both sides of the vehicle. The pressed wing panel itself will be passed to a specialist for repair/ replacement, with the new wheel arch framing used as a template to ensure the whole new or repaired wings fit properly.

Effectively, a very large proportion of the body's structural components is having to be renewed. Much care has been taken to maintain the correct dimensions, spacings and positions of the various parts within the overall body structure so as to faithfully preserve the original design. The plan is to reconstruct the complete lower-deck off-side section from behind the driver's cab to forward of the staircase, tying it in to the existing body cross-members and ensuring thoroughly correct alignment of everything.

The 589 Group who are overseeing the work are keen that fundraising keeps pace with the cost of materials and labour for 589: it is hoped that, having started the work, enough funds will come in to see the project through to completion and 589 running at Sandtoft. Donations are always gratefully

received and can be handed in at the Museum on open days (donations made via debit/ credit card can also be taken then) or sent to the Museum address (cheques should be made payable to "The Johannesburg 589 Fund"). The 589 website, www.johannesburg589.com, is being regularly up-dated with details of the restoration's progress and other relevant information - and donations can also be made via the website.

London 1348: work on 1348 has started at the Museum: initial work has been concentrated on the platform and stairs area and on stripping off the old external paintwork; the compressor has been overhauled and fitted.

Manchester 1344 was moved from Carlton Colville to Swindon (Thamesdown Transport) on 21 November 2010, where it is to receive minor bodywork repairs, a repaint inside and out and be fully reupholstered. It is anticipated that this will all be completed by the end of March and that 1344 will then be moved to Sandtoft for an electrical and mechanical check over so that it can be launched back into service at the Spring Bank Holiday weekend, which celebrates the 50th anniversary of the BTS.

Bradford 558 (Report from Geoff Welburn): All new panelling is now in place and beading is being fitted. The eight remaining window pans which were removed and taken home sometime ago have been rubbed down and painted, whilst the aluminium sliding windows are still being worked on - this particular job is proving to be very time-consuming!

DEAR 'SCENE

Dear 'Scene

As many readers will be aware, there are the remains of two pre-war Guy single-deck trolleybuses of Hastings origin within the preservation movement. The Trolleybus Museum Company owns no.45, which for some time was used as the Hastings coach station booking office, and was donated to the National Trolleybus Association in 1971. This vehicle is now in undercover storage at Raunds in Northamptonshire. The other vehicle is presently stored outside at the Trolleybus Museum at Sandtoft. This latter vehicle had been incorporated into a bungalow near Chelmsford and was discovered when that building was demolished. This trolleybus has been referred to as possibly being no.57, although no definitive proof of this has so far been discovered on the vehicle itself. The new Sandtoft Museum Guide and Handbook inexplicably makes claim that the vehicle at Sandtoft is no.45. The Guide's author assures us (Trolleybus Museum Company) that the final draft of this useful booklet referred to no.57(?) and the reference to no.45 was incorporated during final proof reading by someone from the Museum. The Museum's website still refers to this vehicle as no.57(?). The one vehicle that the Sandtoft vehicle most certainly cannot be is no.45, which has been in continuous preservation since disposal by the Maidstone & District Bus Company.

For many years, no.45 was on loan from the TMC to the Hastings Trolleybus Restoration Group, and they had carried out substantial restoration to the bodywork. They were not responsible for the front end rebuild (which is not correct) visible in the accompanying photograph: this was undertaken by Hastings



The (as yet) unidentified ex-Hastings Tramways Guy that is now at Sandtoft, when found as part of a bungalow near Chelmsford

Photo: Brian Maguire Northamptonshire

Photo: RDH Symons

45 being collected from St Leonard's rail depot on 23 January 2008 when it was moved to storage at Raunds in Northamptonshire

Borough Council, when the vehicle was in their ownership for a few years. Hastings Borough Council intended to convert no.45 to another diesel-engined bus (like Hastings no.3, or "Happy Harold"), to be known as "Happy Hannah". A Ford truck engine had been fitted, before an early government squeeze on local authorities' finances brought about abandonment of the project and the vehicle's return to TMC ownership.

The TMC intends to restore no.45 as a trolleybus and have acquired the electrical equipment from Bradford 711, which is being dismantled in Dorset.

Robin Symons (Chairman, Trolleybus Museum Company) (Reading)

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Dear 'Scene

The accompanying photograph is of a limited edition model of a Roe-bodied



Photo: Doug Barrow

Wolverhampton trolleybus which has appeared in the shops recently (I bought the only one which the Maidstone branch of a national chain had received). The model is limited to 1,000 and the retail price (before the VAT increase) was £28.95, but I saw a somewhat higher price on Ebay. It is a Sunbeam W, fleet number 455, and is on Wolverhampton's last trolleybus route, 58, with the destination blind model will, in time, be parked under the hooks!

Doug Barrow, (Rainham, Kent)

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Dear 'Scene

I am a former Reading conductor/ trolleybus and PSV driver - I was, in my "heyday", the youngest trolleybus driver with Reading Corporation. Corgi have released a limited issue of Reading trolleybus no.132 (BRD 797): recently, I purchased one of these models and two days after, I came across a Reading Post newspaper cutting which my son had sent to me from Reading in 2005.

I was surprised to note that the picture of the Reading Corporation Transport trolleybus which took centre place in the tribute by Francis Whitehead to Mike Dare was the same one as the model released by Corgi.
Was this a coincidence ? Whether yes or no, one can say it is an added memory to Mike Dare and a fitting tribute.

Graham Culver (Spalding)

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Dear 'Scene
May I take this opportunity of thanking the Museum team for making my Trolleybus Driving Experience at the Trolleybus Museum on 20 September such a memorable experience. From arrival and the welcoming cup of coffee, till the presentation of the certificate, the day was wonderful. My two guests also had a great day.

Having never driven a double-deck bus before, your instructors were a little concerned that I may not be able to manoeuvre the bus due to my small fingers. I was able to add another notch to my achievements and dispel their concerns ! I was pleased that I was able to secure the last place on the day, as this is the 40th anniversary of the closure of the Walsall trolleybus system. I understand that next year, you plan to have a British Trolleybus Society weekend with, hopefully, two or three Walsall trolleybuses present. Hopefully, I will be able to attend.

I understand that membership of the Museum for a year is included as part of the TDE. Your records will show I am already a member, so if you wish to save costs, no need to send any more info !

Thanks again to all involved, a very memorable day !

Paul Davies (Crewe)
PS I'm thinking about becoming a more active member - possibly as a trainee conductor - to ultimately act as conductor on Walsall 872. Wow !

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Dear 'Scene

Many people will think Chas Allen a fairly newcomer, but I know different! The accompanying photograph shows the last Manchester Crossley at the 1970 (or 1971 ?) Trans - Pennine run. It was purchased by three men (students actually), one of whom was Chas !

Photo: Brian Maguire

Brian Maguire (Scurthorpe)

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Dear 'Scene
On 20 September I took part in the Trolleybus Driving Experience. All of us present thoroughly enjoyed the day, and thanked the instructors, and the ladies of the café, who served a beautiful buffet lunch, warmly.

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Sandtoft Scene

So far, I have not received anything regarding the year's membership of the Museum, which comes with the TDE. I shall be grateful to receive something, at your early convenience. I propose to visit the Museum again, next summer. Your magazine for members is excellent !

M. Seager (Dartford)

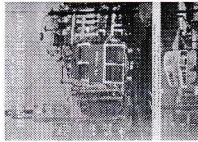
REVIEWS

DVD - Bradford's Favourite Transport

Published by Online Video

£18.00

(UK Postage £1.00)



It's now nearly 39 years since Bradford's trolleybus system closed (those years seem to have passed very quickly !) and an opportune time, in my series of DVD reviews, for a feature on this comprehensive programme about Bradford's electric road transport. The DVD's cover mentions that the programme is dedicated to John Stanley King, the foremost expert on Bradford Transport, and as *Sandtoft Scene* readers know, Mr. King is also Sandtoft's President.

Before electric traction took over, the Bradford trams' motive power was provided by horses or steam locomotives (depending on the operating company), and an extensive system of tram routes was created. Bradford's first electric trams commenced operation in the summer of 1898, and in February 1902, all of the city's tramway operations came under municipal control. The programme recounts the history of the city's trams and includes an interesting sequence (it is good to find this - a few minutes - amount of fine-quality early cine film) of a tram ride shortly after the particular route had been electrified, through part of the city: the street scenes provide an excellent record of how things were in those days - now more than a century ago. Bradford's last tram operated on 6 May 1950, but happily, over 50 years later, a short length of the 4'-0"-gauge track in Thornbury Depot remained and is seen being used by the preserved tram (no.104) which - along with a preserved trolleybus and some examples of overhead wiring - is on display in the vehicles section of the excellent Bradford Industrial Museum. The museum is well worth a visit, and my family and I have enjoyed our visits to it.

The development of the trolleybus system - from the early "railless" days, with the initial route between Laisterdyke and Dudley Hill - is covered in detail, along with route maps, and Britain's first-ever covered-top double-decker trolleybus (no.521) is featured. No.521 was followed, two years later, by no.522, with its unusual 4-wheel front steering. The subsequent batches of trolleybuses (whether new or acquired from other operators, and likewise, the re-bodied trolleybuses of latter times) are featured in still photographs and/or cine film. Other sequences which are featured include no.600, decorated for the King's Silver Jubilee celebrations in 1935, trolleybus 603 in action in June 1961 to commemorate the trolleybus system's 50th Anniversary, one of the

January 2011

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driver training trolleybuses in operation on the road and on the Bowling yard depot training circuit, various incidents (and a near-miss at Chapel Lane), and, of course, the system's run-down and eventually the final closure.

This 90-minute DVD programme brought back many memories, including the seven post-closure trolleybus tows (from Bradford to Sandtoft) with which fellow Sandtoft member, Andrew Howe, and I, were involved, and is an excellent record for those who remember Bradford's trolleybuses (trams, too) as well as showing those who, for one reason or another, weren't able to see the system in action. Copies of the DVD can be obtained from the *Trolleyshop*, or order it online at www.sandtoft.org.



BOOK – Ashton & Manchester's Trolleybuses

Written by Bob Rowe

Published by Venture Publishing Limited

Price £16.95

(UK Postage & Packing £2.00)

A few issues ago, I reviewed for *Sandtoft Scene* Online Video's DVD programme *No Trolleys to Piccadilly*, which related the story of the Manchester and Ashton trolleybus systems, and, as there are at least three publications (one of them now long out of print) about the area's trolleybuses, it is now time to review one of these books.

Aptly, the front cover sets the scene, as it features two Crossley trolleybuses (a local product; Crossley's factory was in Manchester) - one each in the Ashton and Manchester liveries - and the joint workings of certain routes made these two systems one of the few shared trolleybus operations in England.

The book begins with a helpful review of the general situation regarding trolleybus operation in the north-west, and a Manchester delegation's 1908 visit to the German systems in Langenfeld, Ahweiler and Mülhausen - but it was to be many years before trolleybus operation began in Manchester (1938), whereas Ashton's trolleybus system commenced operation in 1925. It was interesting to see an excellent photograph, in this chapter, of one of the two Oldham trolleybuses bodied by Short Brothers of Rochester, Kent, whose riverside factory is better-known for the flying boat aircraft built and launched there: sadly, this particular trolleybus saw short service under Oldham's wiring as the Oldham system operated for just over a year and closed in 1926. The ornamental balustrade of Rochester Esplanade, where the photograph was taken and is seen behind the trolleybus, is still in-situ today.

The story continues with the development of the Ashton trolleybus system (and as it was then the nearest to Crossley's works, it was sometimes used for testing or demonstrating trolleybuses), an early replacement of a Manchester tram route by motorbuses, and the implementation of Manchester's decision to introduce trolleybuses and, in due course, expand the system. An interesting aspect was that both operators maintained the overhead wiring in their respective areas, and in the third area (Stalybridge) the overhead wiring was

owned and maintained by the Stalybridge, Hyde, Mossley & Dukinfield Board (SHMD), but although the Board operated motorbuses, it never owned or operated trolleybuses. Power supply for the trolleybuses is covered too, in a "Behind the Scenes" section.

The Ashton and Manchester fleets are covered, and an interesting aspect of operations occurred with the Suez crisis, in 1956, seeing an increase in trolleybus operation and, in some instances, through journeys reverting from motorbus to trolleybus operation. As, in time, the two systems started to replace trolleybuses with motorbuses, the end of the last example of joint trolleybus operations (never common in the UK) would come to an end: Ashton's trolleybus system closed on 30 December 1966 and the last trolleybuses in Manchester operated the following day.

An excellent and informative 128-page book, with well over 150 well-printed photographs (quite a few in colour) on good paper, my only disappointments were two minor ones - a schematic map of the routes without many of the locations mentioned in the text; and visiting preserved Rotherham trolleybus 44's operation in Manchester on the final day being referred to as no.37 (which latter vehicle has since been restored and operated at Sandtoft) - but these two disappointments don't detract from a well-researched book and I congratulate the author on his work. Well recommended, and if you haven't already got a copy you can buy one from the *Trolleyshop*. *Doug Barrow*

RUNNING DAYS IN 2011

Gates open 11.00 am to 5.00pm unless stated otherwise

| | |
|-------------------|--|
| Saturday 9 April | April Trolleydays |
| Sunday 10 April | |
| Saturday 23 April | Easter Eggstravaganza Weekend |
| Sunday 24 April | Bus Featuring up to 12 different trolleybuses in service |
| Monday 25 April | Bus each day plus an Easter egg hunt for younger visitors |
| Saturday 30 April | |
| Sunday 1 May | Bus May Day Weekend Trolleydays |
| Monday 2 May | Bus |
| Saturday 14 May | 1960s Weekend |
| Sunday 15 May | Featuring trolleybuses that ran during the 1960s |
| Saturday 28 May | 50 Years of Trolleybus Preservation Celebrations |
| Sunday 29 May | Bus Marking the 50th anniversary of the British Trolleybus Society with the launch of Manchester 1344 back into service & all the BTS fleet together for the first time ever |
| Monday 30 May | Bus |
| Saturday 11 June | Mid-June Trolleydays |
| Sunday 12 June | |
| Saturday 25 June | Bradford Centenary Weekend |
| Sunday 26 June | Bus Celebrating 100 years since Britain's first trolleybus service began |
| Saturday 9 July | Teddy Bears' Picnic |
| Sunday 10 July | Bus Featuring games and activities plus children bringing a teddy bear get free entry! |

RUNNING DAYS IN 2011 (Cont.)

| | |
|-----------------------|---|
| Saturday 30 July | Bus Gathering Preview (open 11.00am to 10.00pm) With real ale beer tent and twilight trolleybus services |
| Sunday 31 July | Bus Gathering 2011 (open 10.00am to 6.00pm) Large selection of trolleybuses in service, visiting historic vehicles on display, transport bazaar, real ale beer tent, live music, craft stalls and more |
| Saturday 13 August | Bus Blues and Twos Weekend A variety of visiting emergency vehicles, fire & rescue displays & demonstrations throughout each day |
| Sunday 14 August | Bus |
| Saturday 27 August | Bus World-Wide Weekend Featuring trolleybuses from around the world |
| Sunday 28 August | Bus |
| Monday 29 August | Bus |
| Saturday 17 September | Bus Model Weekend Featuring model trolleybuses, trams and trains and working layouts |
| Sunday 18 September | Bus |
| Saturday 1 October | Bus 1950s Weekend Featuring trolleybuses that ran during the 1950s |
| Sunday 2 October | Bus |
| Sunday 16 October | Bus St. Leger Rally St. Leger Historic Vehicle Rally starting from Doncaster Aircraft Museum, transport-related sales stands and parades of historic vehicles at Museum |
| Sunday 13 November | Bus Twilight Trolleys (open 11.00am to 6.00pm) Trolleybuses operating after dark |
| Saturday 10 December | Bus Santa Days (open 11.00am to 4.00pm) |
| Sunday 11 December | Bus Children can visit Santa |

Key to Bus Services and Links

Bus denotes Isle Coaches service 291 11.00am departure 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 C6, at 12.00noon. Return departs Museum at 4.00pm (journey time approximately 40 minutes)

Admission Charges (for non members - members are admitted free)
Adults £6.00 Seniors (60+) £5.00 Concessions £4.00 Family (2 Adults + up to 4 Concessions) £19.00

On days shown on dark red background:

Adults £8.00 Seniors (60+) £6.00 Concessions £5.00 Family (2 Adults+up to 4 Concessions) £25.00

On Santa Days (shown on blue background):

Adults £4.00 Children visiting Santa £6.00 Seniors & Concessions (& Children not visiting Santa) £3.00

Note: Seniors are defined as Adults over 60 and may be requested to provide proof (e.g. national bus pass). Concessions are defined as Children aged 5-15 inclusive, **Persons who are Registered Disabled** and their Carers and **NUS members** (Categories shown in blue may be requested to provide proof).