

# Sandtoft Scene

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News and Views from  
The Trolleybus Museum at Sandtoft



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

**FRONT COVER PICTURE:** Blues and Twos weekend 2011 - one of the demonstrations by preserved police, ambulance and fire vehicles, with a fire crew in action and showing the power of the pumps supplying water to the fire hoses  
Photo: *David Needham*

Our Vision Statement is

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

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



## EDITOR'S VIEW

Well, what a year we have had so far at the Museum. It is amazing just how much work has been put into it by our volunteers, both those who regularly attend on open days and those we never see but who expend so much time in making sure that the events run without a hitch: everyone has really pulled out the stops this year.

Whilst understanding his reasons, I was sad to hear that Stewart David was stepping down from the position as Traffic Manager. He has presided over many changes during the past few years. Yes, we have our internal problems and difficulties, but they have never been allowed to affect our visitors. Traffic is part of the team of volunteers who are the "face" of our Museum: they show an excellent disciplined and smooth operation, and I know it is appreciated by our visitors. I would also like to thank Stewart for the many running day reports he has sent to *Sandtoft Scene*. As Stewart may not be at the Museum as often, I do need someone to take over. Please let me know if you could become 'Scene's new "open days reporter"'.

With this edition of *Sandtoft Scene* there will also be details of the forthcoming AGM. Let me make my annual appeal for you to attend this meeting - after all, it is your opportunity to hear and question the way our Museum is going and to make your own views known.

## THE 2012 'GATHERING

**The date of Sandtoft Gathering 2012 has been brought forward by two weeks - to Sunday, 15 July 2012 to avoid clashing with the opening of the Olympic Games.**

There are two main reasons for this change - many of our potential visitors will likely be glued to their televisions (or may even actually be there), watching the event and many PCV drivers will be seconded to London to meet the massive requirement of several thousand extra buses to move the teams and the spectators to and from the venues for the Games. This latter point, in turn, means that many other PCV drivers will be busy holding the fort in the provinces, keeping bus services running: we anticipate that many of our key volunteers and many visiting buses for the rally and free bus service will thus not be available on our traditional last Sunday of July date. 'Gathering is our biggest revenue-earning event, so we cannot risk operating it with reduced staff and other resources and potentially fewer visitors. We will, however, be running Trolleydays over the weekend of 28-9 July 2012 to cater for those who want to get away from the Olympic fever!

Sandtoft Gathering will revert to the end of July weekend in 2013.



## DIRECTORS' SPOT

..... from Bruce Lake, Secretary:

**Too much?** This year is the centenary of British trolleybuses, so much will already be pretty obvious to our readers. What may not be so obvious is that this has meant a great increase in the workload for the Museum's volunteers. We wanted to make 2011 a spectacle for visitors and try to remind the British public that the trolleybus had a huge place in the public transport history of the country between 1911 and 1972. If some of that has rubbed off for a resurgence of popularity for the trolleybus in this country, then all well and good.

So far in terms of large events, we have had the Extravaganza (which we would have done anyway), the BTS weekend (which we would probably have done anyway), the Bradford centenary event with a visit by the recently-painted and looking-very-smart Bradford 844 from the Keighley Bus Museum Trust in West Yorkshire and, of course, a very successful 'Gathering. We have also undertaken some Trolleybus Centenary Tours, the idea for which Graham Bilbé brought back from a tram museum in Australia (and incidentally it has been very popular). All these events have been very successful in their own right. **However, we have never before tried to do so much all in the same year!** Board members concurred that if we didn't do it this year, then when would we?

It is hoped that the extra exposure that the Museum has obtained will bring in extra much-needed volunteers. We have had "volunteer-drives" during many of the last few years, with varying results, but generally, give-or-take, each year has resulted in only around two new volunteers. Unfortunately, people also leave at around that rate, so, net, we are little better off. 99% of the non-open day work at the Museum is done by a very small handful of dedicated members: they spend an enormous proportion of their free time there, which is very difficult to sustain when added to the additional load of preparing for open days. It only needs someone to have a crisis or drop out for any reason and we are snookered!

It was fortunate that the BTS event prompted a few BTS members to come up early from Reading for the event and get some of the preparatory work done, otherwise it would have been virtually impossible to get all the vehicles out and prepared - so a big thank-you to them. As it was, it went off pretty smoothly, but it was only as a result of a lot of work by, really, just a few people - and of course, the "Reading extras" have now all gone home again.

What is wanted is more of that effort by more members, particularly outside the opening times, as the preparation of vehicles and the site is a big task and not something that "just happens" behind the scenes. We need volunteers trained to inspect, test and maintain/ repair trolleybuses (both in mechanical and electrical aspects) - not forgetting that the motorbuses have to have attention too. In addition, we need cleaners for vehicles and carers for the increasing number of displays we have around the Museum (nothing is worse than presenting dirty vehicles or dusty or dilapidated displays), people to train in overhead maintenance, and helpers for a hundred-and-one general

maintenance tasks around the place, from grass-cutting to painting to building upkeep. We also need to document a lot of things (like donated items and archive details and so on), help implement our planned publicity and get down even more effectively to fundraising and grant seeking. Indeed, just to keep abreast of everything - never mind expand - there is a lot of paperwork to do!

So, if you are available at all during the week, or at weekends between open days, and certainly on open days themselves (yes, that's just about any time except Christmas Day!), then get in touch and we will find you something to do to fit your skills, or we will endeavour to find someone to train you in what you would like to do. Contact Bruce Lake via [brucelake@sandtoft.org](mailto:brucelake@sandtoft.org) or call 01484 362367 to discuss possibilities, or Tony Ferris (who can arrange more precise times and site jobs) via [tonyferris@sandtoft.org](mailto:tonyferris@sandtoft.org) or call 07876 653541.

If not, we may have to curtail some of the grander events at the Museum, and whatever we do it will be a case of (to paraphrase Sir Winston Churchill):

***Never has so much been done by so few for so many.***

..... from Chas Allen, Commercial Director

There has been some comment recently that we are not doing enough to make people in the local area aware of our presence amongst them and in particular a dearth of information in the newspapers.

In actual fact, for every themed event - i.e. all those not described simply as "Trolleydays", I send out a press release to most, if not all, the local papers and some far beyond the local area. The circulation list is expanding and apart from Lincolnshire and North Nottinghamshire, it includes a band along the M62 corridor from Hull to the eastern side of Greater Manchester. The text is tailored to each event. Sometimes, the human interest element is emphasised - an example being the presence of three generations of the Ford family at 1344's re-commissioning. For the Centenary event, the emphasis was on the environmental credentials of trolleybuses and how the UK had been left behind: this latter press release was also sent to the national papers.

However, I cannot make the editors publish the releases! The Centenary release was apparently ignored by most local papers and all the nationals (it did manage to get in the *Doncaster Free Press*), and although the BBC acknowledged Bruce Lake's contact, it did nothing more. Nor was the 1344 story picked up west of the Pennines.

A number of factors come into play: whether the editor has space to fill, if there is a strong enough local connection, etc. Whilst we may have considered the centenary of British trolleybuses to be important, others obviously did not attach the same significance! However, what is noticeable is that if we pay for advertising, we have more chance of getting our releases printed. The *Epworth Bells* sent out a photographer at Easter, but did not use the pictures until we paid for an advertisement for the BTS Weekend - and this certainly applied for coverage of the 'Gathering, which was widely advertised. Newspapers are, after all, commercial organisations and will not give away too much free publicity. Unfortunately nor does TM@S have the bottomless budget of the likes of Transport for London, or affect people's day-to-day lives



to the same extent.

Suffice it to say, we will keep at it ! An additional opportunity is to use not-for-profit organisations, like on-line newsletters. If you are aware of any that would use our publicity, please let me know – and yes, we are already in contact with the various local councils' publicity and tourism teams !

### An Appeal for Help....

Peter Skerry, who visited us from his home in Malta earlier this year is restoring an ex-Wallace Arnold AEC Regal and whilst the chassis is sound, he is building a replica body using the remains of a similar, but longer, one as a template. He really needs plans with dimensions for a 27'-6" long half-cab Duple "A-type" body. Can anyone help ? If so, please contact me (see page 2) and I will put you in touch with Peter. Thank you. Chas Allen



## THE ROUTE TO SANDTOFT

### BLACK ROD KNOCKS ON THE DOORS - OF SANDTOFT !

"Black Rod"

#### PART 4- Policy is Set and the Group Goes on Tour !

In my earlier chapters, I have described how, contrary to Steve Collins' insistence in his episodes of *The Route to Sandtoft*, that Mike Dare was not to blame for the Nottingham Trolleybus Group (NTG), its formation, or Plumtree. The very idea ! I have explained that the NTG worked in ignorance (not deliberate) of other groups until a tour on a single-deck trolleybus in Rotherham organised by the Doncaster Omnibus and Light Railway Society (DO&LRS) and subsequently "duplicated" by the NTG had revealed the need for co-operation. The Nottingham enthusiasts had also found out about the existence of the Reading Transport Society (RTS) via the then only regular source of bus information – *Buses Illustrated* (BI). The NTG had primarily been set up to fight the abandonment programme in Nottingham, but since the first closure had been announced, attention had switched to preservation. A growing selection of trolleybuses on the NTG "wish list" were being suggested but the idea of taking a loan to pay for these acquisitions had been accompanied by a walk-out by some leading members, whilst others, including the Teacher, who will figure later in the story, had "crawled away".

With a committee now in place, more formal planning started to take place. Although focus had shifted to preservation activities, no opportunity was lost to promote the notion of the retention of the Nottingham trolleybus system. I had contacted the Light Railway Transport League (LRTL) to see if they could assist in any way, as they had experience in trying to halt tramway abandonment: I received a friendly reply but they were unable to offer any practical assistance. They did, however, send a sizeable quantity of leaflets explaining the virtues of the tramcar. With covering letters suitably explaining that some of these benefits - e.g. electrical propulsion - were also shared by trolleybuses, all the leaflets were dispatched to people who were considered as capable of influencing the conversion programme in Nottingham in favour of trolleybuses. Of course, before the days of computers, these letters had to

be typed desperately by a very understanding secretary at my place of work.

I noted a letter to the editor in the National Trolleybus Association's *Trolleybus Magazine* no. 279 (May-June 2008). The correspondent was responding to an article regarding the European Weekend at Sandtoft, penned by "yours truly". I had commented that towards the end of UK trolleybus operation, enthusiasts had mostly "split" into two sections: some had turned to preservation whilst others had decided to pursue their hobby overseas in countries with more enlightened transport policies. The letter writer complained that there was a third group - to which he belonged - who tried to keep trolleybuses in the UK by fighting abandonment programmes. I do not know if he subscribes to *Sandtoft Scene*, but from the disparaging remarks made about trolleybus preservationists, I rather doubt it. I do not think that this contributor realised the efforts made by many organisations in trying to overturn closure policies. Of course, there was no national trolleybus movement like the LRTL, so many of these efforts were local and probably did not receive their due acknowledgement. Perhaps the letter writer had not heard of Stanley King who entered local politics to try and enable the Bradford system to survive. Latterly in Reading, I am also aware that a spirited defence was put forward by the RTS for trolleybus retention. Sadly, on a national basis, reports from BI simply added to the ever-growing list of major trolleybus operators now determined to dispense with electric traction.

Back in Nottingham, the NTG committee drew up a more definitive list of trolleybuses that they now wished to preserve. These were recorded in the Group's minute book that, unfortunately, to date, has disappeared. However, I recorded the list in a pocket notebook that I kept at the time and can confirm that the chosen trolleybuses were: Nottingham 460, 466, 478, 493, an unspecified BUT 9641T, plus a Notts. & Derbys. trolleybus (to be repatriated from Bradford) and single-deck Rotherham no.6. In deference to the tram enthusiasts within the NTG, a Nottingham tram was also included, since there were one or two bodies extant at that time.

Some rationale of trolleybus selection might be in order. Nottingham had a choice selection of utility trolleybuses: the Weymann bodied vehicles were considered, but put on a "back burner" since their bodies were in pretty deplorable (but typical !) condition. However, in the extremely unlikely event of remedial work being carried out on either of the two survivors (nos.444 & 457), that vehicle would be reconsidered. Karrier W, no.466, was chosen because of its local connection - the Brush body had been built at nearby Loughborough. No.478, a Karrier W with Park Royal body, was included since it had, surprisingly, just been treated to a full overhaul and repaint. It was therefore in superb condition and the Chairman considered that it was "too good for scrap". No.460 was another Karrier W, this one with Roe body typical of many that had operated throughout the UK: it was also in reasonable condition. Whilst three utilities from Nottingham might be viewed as "overkill", it was reasoned that they would also represent original examples for systems that had rebodied their utility fleets, with Doncaster cited as a case in point. BUT9611T



no.493, with Roe body, was selected because, although representative of the series, it had "refinements" from being exhibited at the 1948 Commercial Vehicle Show. A trolleybus from the post-war Karrier W/ Roe quartet (nos. 479-482) was not selected because it was considered that they were too similar to 493. Likewise, although no specific trolleybus was chosen, it was decided that only one example of a Brush-bodied BUT 9641T would be saved - i.e. either a 7'-6" example or an 8'-0"-wide model. I never realised the significance of this decision and the effect it would ultimately have in the destiny of the NTG. The reason for the decision - adopted by the committee - was simple: it was considered that they would appear too similar to "the man in the street". The emphasis had also now changed from vehicles on static display to creating a fully-working museum line, locally situated. Looking ahead in time, it was thought that this might prove the only opportunity for the general public to sample a ride on a Nottingham trolleybus, hence the concern over the perceived similarity of the 9641T 7'-6" and 8'-0" wide models. Clearly, we must have considered that there was sufficient variation in utility design in the three proposed examples for the ordinary punter to notice. The Rotherham single-decker was included since most young Nottingham folk had never seen such a vehicle ! As previously mentioned, the Chairman also thought the older generation would remember the ex-Hastings trolleybuses purchased during the war and named "Kiddycars" in Nottingham. Incidentally, no trolleybuses from nearby Derby were included, since the system there was not considered under threat. These decisions were faithfully recorded in the minute book - the policy was set.



Nottingham466 is seen in April 1961 in Old Market Square, on driver training duties.  
No.466 was the only one of the trio of utility-bodied Sunbeam W trolleybuses on the NTG's list of candidates for preservation that was actually acquired. It is now, of course, part of our Museum-owned collection at Sandtoft

Photo: "Black Rod"

The NTG had embarked on a programme of monthly tours in an attempt to raise revenue. The first "away" tour was in Kingston-upon-Hull. In Malcolm Wells' superb history of this system (*Kingston-upon-Hull Trolleybuses*, published by Trolleybooks in 1996), a caption to the photograph on page 77 refers to "the only known trolleybus tour of Kingston-upon-Hull" and depicts repainted "Coronation" no.115, hired to DO&LRS for a tour on 15 November 1959. (If you do not have a copy of this book, it is still available at the *Trolleyshop* at Sandtoft, so buy it !). *Trolleybus Classics No.11 - Hull*

*Trolleybuses*, by Paul Morfitt and Malcolm Wells and published by Middleton Press in 2004, also gives the caption of photo 68 as... "the only known trolleybus tour of the system". This is not the case. During the Christmas period of 1961, letters were exchanged that originally requested the use of a pre-war Crossley for the NTG's tour: a response dated 11 January 1962 from Hull Transport Department advised that "... It is unlikely that one of the pre-war Crossley trolley-buses will be available in March.....". It subsequently stated "... The customary request is for a Coronation type trolley-bus which is of a double-deck pattern with front entrance and centre exit, and has been of much interest to transport students...". During the interim of these letters - most of which are still in my possession - the NTG had drawn up its list of vehicles for preservation. The offer of a Coronation was therefore politely declined and we asked, instead, for a Sunbeam/ Brush utility - the body being similar to Nottingham's no.466, then chosen as one of the NTG "utility" candidates. Due to the abandonment plans described in the letters from Hull, the date of the tour was brought forward from April to 11 March 1962 to ensure that the maximum remaining trolleybus network could be covered. On this date, the NTG therefore travelled to Hull via Doncaster to collect DO&LRS members: the hired coach took us to an arranged meeting place and then to Hull's Wheeler Street Depot, where trolleybus overhead outside was just literally being cut down as we arrived. Senior members of Hull's transport management were on hand to greet us. They were cordial and extremely hospitable, but clearly "motorbus men" ! We were invited to stand alongside our coach whilst one of their party bid us welcome. He chose to stand at the rear offside of a new trolleybus replacement Leyland Atlantean bus. No sooner had the gentleman uttered the words "Now here is a fine vehicle for you", when the bus, due to go into service, started its engine. Our unfortunate host was smothered in a cloud of thick black diesel fumes, spending the rest of the day with a semi-blackened shirt collar and decidedly husky voice ! Our excitement for the day was not yet over: trolleybus 70 had been provided for the tour and had reached Cottingham Road Depot where we were kindly allowed to look around (no health & safety issues in those days !) A car pulled up outside and a gentleman, wearing (I seem to recall) a trilby hat, got out. Our husky-voiced friend scurried over to him. There were no introductions - just a friendly wave from the new arrival. However, we deduced that it was Mr. Pulfrey, the well-known and respected General Manager of Kingston-upon-Hull City Transport, who had been heavily involved in the design of the "Coronation" trolleybuses. After a few moments of earnest conversation, our host scurried back. "We are changing vehicles here", he croaked, "we shall continue on a Coronation type trolleybus". No.70 was therefore left behind and we transferred to Coronation no.114 for the remainder of the tour. It had been a most memorable day with only one problem: despite distribution of the itinerary well in advance, letters being sent out to all members, a stop in Doncaster to pick up DOLRS participants and 36 enthusiasts being expected, only a handful of people actually turned up - I seem to remember a single figure. This was sad and embarrassing, since Hull had generously provided





Hull 70, the Brush bodied Sunbeam W used for the first part of NTG's tour, is seen in normal service. Hull's trolleybuses carried the distinctive streamline livery right from the start in 1937, but lost the white during the war to make them less visible from the air. No.70 entered service in July 1945 painted all over in azure blue - just after the white was being reintroduced!

*Photo John Foster Collection*

timetables, "Jubilee" booklets of 1949, plus a double-sided printed sheet providing outline details of the trolleybus fleet and history. Somebody had been to a lot of trouble. Of more severe consequence to the NTG was that costs of hiring the trolleybus at £5-9s-0d, (£5.45) plus a hefty £16-0s-0d for coach hire meant that a sizable loss was made.

The Chairman was capable of what I would term "lateral thinking"! We were aware that London Transport (LT) intended to close its trolleybus system in May 1962. The NTG had organised its itinerary with a view to having a tour on the last Sunday of operation, ultimately identified as Sunday, 6 May. "Why not" he had said "approach LT and ask if we can hire the Diddler (trolleybus no.1) for our tour?" The Diddler was preserved at the, then, British Transport Commission Museum at Clapham. I wrote a letter accordingly. A response from LT indicated that they could not sanction use of the Diddler for private hire, but they would be pleased to offer an ordinary service vehicle. I believe that there were only 2 tours allowed on that day and I understand that several eminent societies were turned down in their requests for tours on this date. (*it is worth noting that the other tour that day was operated by the RTS - ed.*) I often wonder if the request to use the Diddler caused the NTG to be favoured in this way. Since my letter was written several months previous to final abandonment, I also wonder if our request actually prompted LT to retrieve the Diddler and include it in their closure "celebrations".

The NTG supported a DO&LRS tour in Huddersfield on 4 March 1962 using trolleybus 493. During the tour we noted examples of 1947/48 Karrier MS2/ Park Royal vehicles of the 541-568 batch (ring any bells anybody?), with their distinctive bodywork with triple upper deck front windows: they immediately attracted the Chairman's preservation instincts. However, the Huddersfield system, despite curtailment, was not then under general threat and it was thought that the Karriers would be in use for some time. Consequently - thankfully - no action was taken.

The next NTG tour was scheduled on 15 April 1962 for the Ashton and Manchester systems. Once again, this visit would have a considerable impact on the NTG. I had requested to cover both systems using an Ashton trolleybus

because, of course, it was possible to travel over the Ashton wiring by Manchester vehicle in ordinary service. The return letter from Mr. TP O'Donnell, General Manager & Engineer at Ashton, explained that he could not authorise operation over Manchester service 210 since Ashton did not have inter-running arrangements over this section. We thus hired an Ashton trolleybus that proved to be repainted BUT/ Bond no.84 for their section, before we headed off to Manchester's Hyde Road Depot for the trip to Gee Cross. The tour trolleybus turned out to be Crossley Dominion no.1244. On the back platform, the Chairman, myself and the conductor ("guard" in Manchester parlance) held a conversation in which we were commenting how the driver was rather "cautious" (slow!). "I can't understand it" said the guard "we call these trolleybuses the Bombers". "Why?" we asked. "Because they bomb along" came the response, "wait a minute". He went to the bulkhead and spoke to the driver. The effect was literally electric: 1244 set off at an incredible pace along the long, straight section of Manchester's Hyde Road - we were overtaking some very surprised motorists as 1244 sped to Gee Cross. Incidentally, Dominion trolleybuses did not usually venture beyond Hyde Market; an appearance at Gee Cross was distinctly unusual. I have seen photographs of other Dominions taken at Gee Cross, probably on other tours, but if anybody has a picture of 1244 at this location, the likelihood is that you now know who was responsible! Back at Hyde Road Depot, we noted some withdrawn Dominions - you will have guessed what is coming next! The Chairman could not contain himself. "We must have a Dominion" he said! This was not all - by the time Nottingham was reached (via Sheffield, for DO&LRS members), it had been decided that the Dominion should be accompanied by a sister Crossley Empire from Ashton! Other NTG committee members were not going to disagree. We had just had the ride of our lives on 1244, and it was reasoned that trolleybuses from other systems would increase interest, membership and, therefore, money into the NTG. The concept had, again, imperceptibly and unwittingly changed. We were now looking at setting up a national trolleybus museum. At this stage, please do not think that I am trying to paint a picture of the Chairman as some deluded head-case. He was merely expressing sentiments that we all felt at that time, and were being carried along on a wave of enthusiasm. He explained quite coherently that if we did not do something to preserve these vehicles, who would? Why should we not set up a national museum? Look at Crich! The Crossleys would be worthy representatives of the north-west. Even with the moderate opinions of the Librarian and other more cautious committee members, these were the plans, dreams - and subsequent policy. A letter to Manchester produced the reply that the undertaking was not actually disposing of the Dominions at that time. The stark reality, however, was that although a few more people had joined in the Ashton/ Manchester tour, another financial loss was incurred. The Ashton section cost £5-10s-0d (£5.50) and the Manchester vehicle, together with the coach hire of £14-10s-0d (£14.50) added up to another significant (in 1962) amount. I think the expression is that we were acquiring champagne tastes with half-of-mild income.



Events were also to take a sudden dramatic course: Nottingham 466, one of the first trolleybuses that had been scheduled for preservation by the NTG, had received minor accident damage to the rear platform area and had been withdrawn. Its future was in doubt. There was no money, we had just incurred losses from two fantastic, but poorly-supported, tours and we had found nowhere to park a double-deck trolleybus. Could this mean the end of 466 and the NTG? What would we do ???

## RECENT RUNNING DAYS

### Trolleybus Centenary Weekend - 25 & 26 June 2011 Stewart David

As part of the Museum's ongoing British Trolleybus Centenary celebrations, a special Bradford-themed event was held over the weekend of 25/ 26 June. Four of our resident Bradford trolleybuses were put into service, along with Bradford's - and Britain's - last trolleybus, no.844, looking very impressive indeed following a recent repaint and on loan to us for the occasion (and much of the Summer) from Keighley Bus Museum Trust.

A huge amount of hard work was required by our engineering team and others to prepare these splendid vehicles for passenger service. These included two BUTs - no.746, which has been off the road for just over a year due to defective



844, had been repainted during 2010 and immediately before coming to Sandtoft (on loan from the Keighley Bus Museum Trust) for our trolleybus centenary event, had attended a centenary event at Bradford Industrial Museum. It is seen here heading a line-up of Bradford trolleybuses  
*Photo: Bruce Lake*



The Saturday line-up (left to right) 792, 844, 746, 706 and 834  
*Photo: Stewart David*



746, 844 and 792 await their passengers

*Photo: Stewart David*



Sunday morning, and 844 goes round to be earth leakage tested

*Photo: Stewart David*

front road springs, and no.834, which hasn't operated in passenger service at the Museum since 2003!

Over the weekend, the service line-up consisted of nos.706, 746, 792, 834 and 844. The BMC tower wagon, 032, also emerged from the depot on the Sunday to add to the atmosphere. On both days, all the vehicles were lined-up across Sandtoft Square to allow our visitors the opportunity to capture them together on film (or, for most people these days, digitally). On Sunday afternoon, just after 2.30pm and after a short speech from Museum President Stanley King, all five trolleybuses and the tower wagon operated simultaneously around the overhead circuit in different directions for around 15 minutes, much to the delight of a large crowd of visitors, many of whom had travelled from the Bradford area especially for the event.

Passenger loadings over the weekend were impressive too, with 274 and 552 carried on Saturday and Sunday respectively.

In addition to the Bradford trolleybuses running the normal service, a number of special Centenary Tours were conducted using Liège 425 and South Shields 204 as well as Bradfords 746 and 844: these tours were



# Doug Barrow's Views of 'Gathering 2011





well patronised and enjoyed by our visitors. Overall, an impressive and enjoyable event and a real credit to all those involved with both the preparations and the operations on the day.

### 'Gathering Weekend - 30 & 31 July 2011

**Stewart David**

As usual, most of our collection of vehicles were moved out of the depot to make room for the stalls at 'Gathering. This year, some were displayed on the grass area at the top end of the Museum, and some on the neighbouring "figure of eight" hard standing area, which was also used as the visitors' car park on 'Gathering Sunday.

On the preceding Friday, the trolleybuses selected for service operation were cleaned out and, in some cases, externally washed ready for the weekend. Some last-minute vehicle testing was also undertaken in the workshop. Meanwhile, some final site preparations were going on with the completion of new security fencing and gating at the front and rear of the Museum - and very good it looked too!

The trolleybuses chosen for public service this year were Bradfords 746 and 844, Huddersfield 541, London 1812, Manchester 1344, Nottingham 506, Reading 113, Rotherham 37 and South Shields 204.

Passenger numbers were significantly up on last year's totals. In particular, on the Saturday we carried double the number of visitors on the previous year. Edmonton 189 also put in a few trips on Saturday afternoon and evening. All service trolleybuses were successfully earth leakage tested after 6.00pm. Unfortunately, Huddersfield 541 was withdrawn from service late on Saturday afternoon due to a rear brake problem which, despite the best efforts of our engineering team, could not be remedied in time for the following day; as a result, Maidstone 72 was substituted, being towed back from the display area, leak-tested and then used in service on the Saturday evening, along with Edmonton 189 and Bradford 844.

On Sunday, the trolleybus and motorbus services began just after 10 o'clock and rapidly became very well patronised indeed. The service trolleybuses operated in batches of three for two hour operating "windows", changing over at noon, 2.00pm and 4.00pm, with the first three trolleybuses from 10.00am till noon returning to service for the final two hours. All trolleybuses and crews performed exceedingly well, with no dewirements occurring this year - possibly a first at a 'Gathering - certainly for many years! Over the course of the weekend, we carried a grand total of 2,641 passengers on the trolleybus operation - 708 over 53 service trips on Saturday and 1,933 over 96 service trips on Sunday.

Well done to all involved and thanks to the owners for the use of their vehicles.

### An Overview of the Centenary & 'Gathering Weekends **Bruce Lake**

The Trolleybus Centenary celebratory weekend was a great success. On the Sunday, in front of a special line-up of the five Bradford trolleybuses (including the last one - 844), and along with the BMC tower wagon, our President, Stanley King, made a speech to the assembled visitors and introduced Mr. Alec George MacLaughlin, the grandson of the first (Bradford) trolleybus



The light begins to fade on the Saturday before 'Gathering 2011: Edmonton 189 passes London 1812 in Sandtoft Square during an evening service trip

*Photo: Doug Barrow*



Nottingham 506, which has not seen service for some time, was tested and passed for service just before 'Gathering and, as ever, proved most popular

*Photo: Doug Barrow*



London Q1, 1812 carries another near-full load as it approaches the prefab at the end of Sandtoft Square

*Photo: John Zebede*



driver, Mr. David MacLaughlin. In a short address, Mr. MacLoughlin said that he was overwhelmed with the event: he didn't know that so many Bradford trolleybuses survived, let alone still ran and he told of his grandfather's experiences in 1911.

Disappointingly, it was decided during the previous week not to fetch any Bradford motorbuses to the event due to a combination of cost and lack of drivers to collect and return them to West Yorkshire. We may resurrect that idea for the planned 2012 Bradford event to mark 40 years since the 1972 closure of the Bradford system.

This year's 'Gathering was, in fact, a super event, with weather just right on both days and with visitor numbers up on most recent years. This was good news indeed, as it cements the good year we are having for events, which stems from the extra publicity that the centenary year has brought and the extra special events we have held.

The free Doncaster bus service was well patronised and this year was operated exclusively by "modern" vehicles, thereby making it a quicker journey and allowing us more flexibility. As ever, the Isle Tours were very popular, with most journeys (all by "vintage" buses) completely full. Visitor comments were about their enjoyment of the day, some spoke of the 'Gathering (i.e. the Sunday) as being a great day out with a lovely atmosphere. Indeed, one described it as a big village fête ! The stallholders also seemed to be happy with the day, which is sometimes difficult to achieve !

Income is already known to be up, even though all the results are not yet collated. This is also good news as finance is always in short supply !

The Saturday was busier than usual and the evening events - barbecue and beer tent - well patronised. It was a lovely evening for sitting outside which naturally helped with that.

So all-in-all, we were very pleased with how the whole weekend went. Thanks must go to the staff who helped prepare for the event, helped to run it over the weekend or assisted with putting away and tidying up afterwards. Some helped with all three !

## NEWS ROUND-UP

**Members' Email Ring:** The recent "problems" with the regular publication of *Sandtoft Scene* has reminded us that it is beneficial for members to be part of the Museum members' email ring. Only a small proportion of members have taken up this option. It is a useful way for members to be kept in touch with the latest goings-on at the Museum in between magazines (it is used to provide members with a summary of the main discussions and decisions taken in Board Meetings) and a quick way to get important information to members if the need arises (e.g. matters which could impact them or the Museum). We also, importantly, use it to help organise volunteers' duties for open days. Those who receive our "ring emails" are generally pleased with this extra level of communication.

To subscribe, simply send a blank email to: [members-subscribe@sandtoft.org](mailto:members-subscribe@sandtoft.org) and you will be added to the list. You will also be advised of the method of

unsubscribing, which you can do at any time. Any messages sent via this method are moderated by a Board member to avoid spam or other unsuitable messages being passed on, so if you use this facility you will know that messages from it are worthwhile and informative.

**Traffic Department Re-structure:** Stewart David has informed us that, as his domestic and work commitments have changed somewhat recently, he will not be able to attend as many events as in the past. With effect from the 'Gathering, he has stood down from his traffic rôle; Stewart is prepared to continue with various traffic-related administrative tasks which can be done away from the Museum. Given this, the Board considers that this is a good time to re-structure the traffic department operations and are proposing to appoint a Traffic Manager to run the traffic operations on open days, with all that entails (including ensuring that the required records are compiled and maintained). In addition, it is proposed that two or three assistants are appointed to deputise as necessary so that we are able to adequately cover the duty traffic manager rôle each open day. In this reorganisation, Stewart becomes our Traffic Administration Manager, and will interact with the new team at the Museum, with all reporting to Ian Wilson, as Operations Director.

### Appointments:

The Board is pleased to invite applications from members to fill the volunteer positions of:

- Traffic Manager
- Assistant Traffic Manager (3)

All positions require availability to attend open days on at least a rotation basis. Job descriptions are being prepared for the rôles and training will be given as necessary.

To apply, or for more details, please contact Ian Wilson (see page 2 for contact details)

The Directors thank Stewart for the vast amount of work he has put into structuring the traffic operations generally at the Museum: we certainly have systems in place now that not only work, but are useful and provide us with useful information ! We also have a first-rate, disciplined and efficient trolleybus operation that shines on open days, inspired by Stewart's standards and executed by the staff he has overseen over quite a few years now.

**Museum Site Works:** A new nature trail has been finished, with over 35 points of interest along it. A leaflet has also been made available to guide visitors through it.

You may recall that part of the Pelham building was to be used as an archive store: one of the small rooms was allocated for this after it was built. Surprisingly, we have already grown out of this space and we need more if we are to continue collecting artefacts and objects of interest. In particular, documentation in the form of photographs, reports, drawings and diagrams are being brought to us for safekeeping. At this time we have nowhere to put them all, so we need to establish a better document store before many more arrive.



During July, we have had a fencing contractor renewing the front boundary fence with welded mesh topped with barbed wire and installing a new gate at the "staff entrance". They have also installed the long-awaited three-gate system at the north end of the "back straight", a gap that was left two or three years ago when we renewed the "back straight" fence with the aid of a small Museum Development Fund grant. The gate system cleverly gives us a lot of flexibility in this area, allowing access for public parking on our "new land" on open days, at the same time providing security to the main site and at other times reverting to providing security and an alternative access. We have also installed additional fencing with a pedestrian gate along to the "Skegness Hut" building, thereby improving what has been in recent times, a very messy, unsightly area. Naturally, this makes us more confident in our security. Of course, no fence is break-in-proof, but the now-replaced chain link fence was relatively old and no longer "up to the job".

Before too long, our CCTV system will also be upgraded, so that will be a further improvement in security. It is unfortunate that we have had to expend precious resources on items like this, but it seems to be the way of the world at the moment.

### IMPORTANT

In view of the nation-wide increase in opportunistic thefts, particularly of metal, and the notable rise in such incidents in the Sandtoft area, the Board has decided that AT ALL TIMES THAT THE MUSEUM IS NOT OPEN,

#### THE GATES MUST BE SHUT AND LOCKED.

Irrespective of whether there are members present or working in the main part of the museum site, this rule must apply. (We do, however, know of one exception to this rule, which is being managed accordingly). We have a lot of irreplaceable items at our museum and cannot afford to either lose things out of an open gate under our noses or unwittingly allow unknowns to come in on some pretext, look around and "come back" later when no-one is around.

This may be inconvenient at times, but inconvenience is better than the loss of priceless items. Deliveries to the Museum will need to be pre-arranged and a contact telephone number provided for the delivery driver to arrange access. We are endeavouring to procure a suitable bell system for the main gate and this will be installed as soon as possible.

Everyone's co-operation in keeping our Museum secure is appreciated.

The practicalities of constructing firewalls in the main depot are being investigated and a "fire-curtain" method considered. The advantages, disadvantages and costs of this compared with solid firewalls is being assessed.

**The Pelham and the Skegness Buildings:** we have recently purchased a number of exhibition board modules for use, primarily, in the Pelham building. The Pelham building, itself, was generally cleared earlier this year to allow a photographic exhibition of British trolleybuses over the last century to be

mounted. Our thanks go to Dave Hall for putting this exhibition together for us. We are disappointed to report that in the process of clearing the building, we have discovered that a number of items stored there and awaiting fitting have "gone missing", presumed stolen. It is particularly regrettable to discover this as access to the building has been generally restricted and it would appear that at least one of our own working members is responsible for taking these items. If anyone can throw any light on this very serious matter, please let one of the Directors know - be assured it will be treated in strict confidence. Another approach - if the culprit is now feeling guilty and quietly replaces or returns these items .....

The Skegness building was also recently tidied, this time to allow its use for a large party who visited us at the Teddy Bear's Picnic weekend. The structure of this building is now more or less completed, including the electrics, so it now awaits kitting out as a children's play area.

Whilst it is probably going to be difficult to shake of the name "Skegness Hut", it would be good to come up with a suitable name for this building - does anyone have any suggestions ?

**Doncaster Bus Service:** The sad conclusion has been reached that it is just far too expensive in terms of both cash and resources to run the free Doncaster services on so many open days. They cost a lot in diesel and driving time for very little return, and no grant assistance or sponsors have been forthcoming. Therefore, starting next year, as well as other selected Sundays, there will only be a Doncaster service on the Monday of three-day open weekends, rather than the Sunday and Monday (see back page for exact dates).

**Vehicles and Vehicle Storage:** Amazingly, Whites' building that we are renting so as to help keep all our collection undercover is now more or less full - and still there are some vehicles needing to go inside ! The original plan was to vacate the farm at Thorpe, where we have six vehicles stored, but it would seem that this is not going to be. There seems no end to the trolleybuses whose owners want them to come to Sandtoft !

We have tentatively been offered a "modern" tower wagon from Arnhem. We have made it known to many operators that we are in need of something more modern to undertake overhead work as the cherry picker is somewhat restrictive when doing certain overhead work that needs more than one person aloft - and the Bradford BMC tower wagon (although it is in full working order and certified for use) is more of an exhibit these days. The wagon which is on offer has a fully insulated scissor-lift platform on top of the body as per modern practice. We await further details with interest.

**The Trolleybus Centenary Tours:** The TCT initiative developed by Graham Bilbé has worked well, with bookings - taken generally as visitors arrive - being almost up to capacity each time. They have been such a success with visitors and staff alike that it is planned to continue with them - in a slightly modified form (and called something else !) - next year. Well done, Graham, for putting forward the idea, and thanks to Graham and Dave Shepherd for acting as the guides.

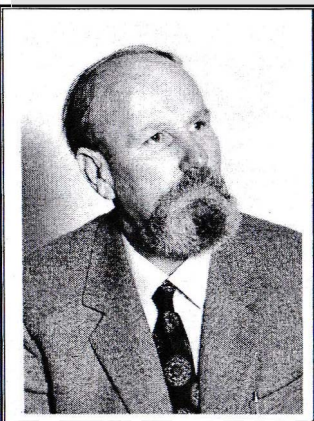


## OBITUARY

### David Kaye (20 January 1929 - 13 July 2011)

David Kaye was born in Worthing on 20 January 1929, the only child of Frank ('Rufus') Kaye, a dental mechanic, and Hilda (née Shears).

David became fascinated with buses when he started at St Brandon's preparatory school in September 1934. Whilst he was a pupil at Worthing High School for Boys in 1943, he founded a bus watchers union, which had its own newspaper, based on members visiting other Southdown depots such as Brighton and Portsmouth.



Holidays pre-war at Bournemouth, national service at Hilsea Barracks in Portsmouth, together with, of course, frequent trips to Brighton whetted his interest in trolleybuses, and this led to him becoming a long-time member of the British Trolleybus Society and subsequently of the Trolleybus Museum at Sandtoft, which he tried (in later years at least) to visit every year. It also led to him writing books such as *The Trolleybuses of Brighton and Hove* (jointly with Martin Nimmo) and *Discovering Old Trolleybuses*. David's first published book (with Ian Allan in 1960) was entitled *Caesar's Bus Quiz*, and under that pseudonym he ran a "Junior Bus Watchers" column in *Buses Illustrated*.

Having graduated at Southampton University (1950-1954), David taught history and drama, successively in Hemel Hempstead, Walton-on-Thames, Holbeach, Littlehampton and Henfield, before lecturing in social and environmental studies in Kesteven and then teaching again in Louth.

In the 1960s and 1970s David wrote a number of books including *The British Bus Scene in the 1930s*, *The History of Grimsby* and *The History of Nottinghamshire* as well as books on archaeology (with David Robinson), and the Louth architect James Fowler (with David Robinson and Sam Scorer).

David's interest in journalism and editing began with a school friend, Peter Butler, when he was ten and produced *The Weekly Wheeze*. At Southampton University he edited the students union fortnightly newspaper *Wessex News* and later edited the *Lincolnshire and Humberside Transport Review*.

In 1979, at the age of 50, he left full time teaching and concentrated on adult education (having obtained, in 1974, an MA in English Local History at Leicester University - one of his many additional academic awards).

Since 1973, David had lived in Louth, Lincolnshire, with his family - wife Jayne (since divorced), and sons Rupert, Edwin and Martin, as well as daughter Lydia. He was the town's mayor in 1998/ 99.

In 1952 David felt the call to become a Methodist local preacher and took services regularly until the onset of Parkinson's Disease forced him to stop in 2005.

## DIAMOND JUBILEE TROLLEYBUS

2012 marks HRH Queen Elizabeth II's Diamond Jubilee and we are proposing to decorate and illuminate a trolleybus for the season. The chosen trolleybus is Huddersfield 631, which is, of course, owned by the BTS. 631 has been selected because it is due to be repainted shortly, so (as happened when we decorated Maidstone 72 for the Golden Jubilee), it could be partially painted in connection with decorating it and receive its repaint once the decorations are removed in late 2012. Using a Huddersfield trolleybus is also in keeping as the town used to decorate a trolleybus for such occasions.

At this early stage, we invite you, our members, to put forward ideas and/ or concepts for the design of the decorations. No doubt, there will be an official Diamond Jubilee "logo", and it would be good for this to become part of the design. Modern lighting and effects and other modern materials could be used as well as the more traditional paint schemes, boards, lettering, flags and bunting. We look forward to receiving some creative ideas. Please send your ideas to Francis Whitehead (contact details on page 2).

## VEHICLES REPORTS

**Ashton-under-Lyne 87:** This trolleybus, owned by the London Trolleybus Preservation Society, arrived at Sandtoft on 21 August 2011. 87 is with us, on loan and in exchange for Newcastle 501 (q.v.) until May/ June next year.



Two BUT 9612T trolleybuses together: Ashton 87 poses next to Manchester 1344 in Sandtoft Square on 18 September 2011. Both trolleybuses would have operated in Manchester and Ashton together and they have run together at the East Anglia Transport Museum at Carlton Colville. A special Manchester/ Ashton event is planned for early next season, with visiting local motorbuses of the period  
*Photo: Bruce Lake*

**Bradford 706:** The entrance step, which was found to be "on the move" when being used in service late last year, was repaired in time for 706 to take part in the end-of-June Bradford Centenary weekend. The driver's seat has been re-trimmed.

**Bradford 746:** They took a long time to get repaired, but the front road springs have now been re-fitted and 746 was passed out for service just before the



Trolleybus Centenary weekend. 746 certainly now sits higher at the front and reports are that it drives and rides a little bouncy with the new springs. Hopefully, the engineering boffins can find out why, and correct this problem.

**Bradford 792:** Following the Centenary weekend, 792 was withdrawn from service for the resistance banks to be taken out and properly examined: they were taken out in August and at least one needs extensive rebuilding.

**Bradford 834:** Negotiations that have been going on for some while for the ownership of 834 to be transferred to the Museum have now been concluded: 834 is now Museum-owned, with part of the deal involving the owners handing over a "dowry" for its wellbeing and accommodation in the future.

In the weeks leading up to the Centenary Weekend, much preparation work was done so 834, which hasn't operated since 2003, could be passed out for service.

**Edmonton 189** has been regularly used over the summer, following the period it was out of commission because of the fault with the rear brakes and continues to attract much interest from visitors.

189 has now been allocated undercover accommodation in the main depot: this has been possible by moving other vehicles to Whites' building. With 189 stored away from the overhead, it is now necessary to use a portable compressor to build up its air pressure before it can be towed out.

**London 1348** (report from Barry Coward): We have compiled a list of items 1348 needs so as to be complete (you can view it on the 1348 blog at <http://www.eavb.co.uk/1348/?p=161>) and this was handed out at the 'Gathering with some positive results. Since the last issue of *Sandtoft Scene*, work has progressed on 1348 at a pace that is both steady and, by Sandtoft standards, intense. The team has spent most of the time on the body structure.

In the week before 'Gathering, BBC Radio Humberside featured Sandtoft in an eight-minute live broadcast that centred on an interview with Brian Maguire. You can hear the broadcast at <http://www.youtube.com/watch?v=2JIBgKflijik>. The feature undoubtedly helped the attendance at this year's 'Gathering. A few days later, Brian, Len Smith, John Crossley, Gerry Carroll and 1348 starred on BBC1's *Look North* programme.

The London Omnibus Traction Society (LOTS) newsletter for August included an appeal for funds: 1348 has now received more funds from LOTS members than it has from Sandtoft members - but donations to rectify this situation are always welcome!

The biggest single job outstanding on 1348 will be upholstery: seat backs have been cleaned just in case we are unable to re-upholster the 'bus before May 2012. The upholstery contractors would like to start on the job now, but we first need to raise in excess of £8,000 and source some moquette. Unfortunately, we lost out on the purchase of a roll last year when it was sold to another group. We have, however, been offered sufficient moquette for the lower saloon from a 1348 supporter and more is possible from another source - that leaves just a bit more to find....

It is regrettable to report that 1348 is now short of wheel: a tyre was removed from a wheel and the wheel taken. It is no mean effort to remove a tyre that

has been on a bus wheel for almost 50 years, so everyone concerned is baffled as to why anyone would want a Leyland wheel when we have only one Leyland trolleybus at Sandtoft. So, we would appeal to whosoever removed the wheel to return it please.

**Newcastle 501** moved (on 21 August) to the East Anglia Transport Museum on loan: 501 will be at Carlton Colville until next spring. It joins fellow Newcastle trolleybus, 628 (a "Q-type" BUT9641T) which has just been restored there. The brakes on one of the rear axles of 501 have had to be re-lined (which took some time to organise and do, so were not ready by 21 August) and Ian Metcalfe went down to EATM on 31 August to fit and test them ready for their Trolleybus Event over the weekend of 10/ 11 September, when no.628 was re-commissioned.

There has been an ongoing problem with one of 501's resistor banks: it evidently failed when it was at Black Country Living Museum four years ago and the repair from then has lasted well, but gave up earlier this year. Bruce Lake did a further repair in August, but the unit really needs to be rebuilt, as further repairs have been necessary at EATM.

**Nottingham 506:** Following a "rest period" of over 12 months, during when a couple of split seats have been repaired, no.506 was brought back into service on 'Gathering Sunday following a full mechanical and electrical test on the Saturday.

**Reading 113** visited its home town recently as part of the BTS's 50th anniversary celebrations. It left Sandtoft on 28 June and after a stopover in Leicester to change towing contractors, arrived in Reading in the early hours of 30 June. No.113, along with the BTS's pre-war AEC Regent motorbus, no.47, spent all day on Saturday, 2 July on display in Reading's Broad Street, causing much interest. Both buses were at Reading Buses' open day the following day, again attracting much interest. A last-minute plan for 113 to attend a local steam rally (at Woodcote) the following weekend was put into action. Various logistical problems had to be overcome but attend it did and it won an award there (no-one we have spoken to has any idea what he award was for!). 113 returned to Sandtoft behind Richard Rampton's ex-Reading Transport Guy wrecker on 22 July, in time for the 'Gathering (when it was pressed into service). A very useful exercise with much teamwork - thank you to all, both at Sandtoft and in Reading, who helped make it all work.

**Bradford 558:** The bottom half of the aluminium radiator has been straightened (during its working life it had been pushed in on its offside corner). The metal radiator grill has been removed and taken to a specialist for repair and replacement of all the damaged fins. All the beading has been fitted in place around the nearside window pans and lower panels. The five upstairs nearside sliding window frames have been sanded down, cleaned and polished and are ready to be fitted back into the newly-painted aluminium window pans.

**Hornsby 100** passed its MoT test earlier in the summer and has been used regularly for Isle tours. It is to receive an external repaint and at the time of compiling this edition of *Sandtoft Scene*, had been stripped of its vinyls and was being prepared.



London RT3323 is at a stage now where it could be taken for its MoT: it is now insured for the road so we are looking forward to seeing it join our operational fleet - and become the first Museum-owned operating motorbus.

### NEWS OF OTHER PRESERVED TROLLEYBUSES

Following the "collapse" earlier this year of Poole (Dorset) based Shamrock Buses, who have been supporting the large collection of trolleybuses, buses and other vehicles owned by Bournemouth Passenger Transport Association Limited, Bournemouth trolleybuses 212 and 301, along with Notts. and Derbys. 353 and Bradfords 703 and 712 have been moved to the West of England Transport Collection's Winkleigh (Devon) premises. We have been advised that the BPTA retain ownership of nos. 297 (at Sandtoft) and 301 only, which means that 212, 353 and 712 are now WoETC-owned (703 is privately-owned). Earlier this year, no.353 (at least) was being offered for disposal "to a good home", but we presume there were no takers. The AEC tower wagon (based on an ex-Huddersfield bus chassis) and the Guy pole crane (once a Bournemouth Corporation Park Royal utility) have also passed to WoETC.

A further trolleybus owned by the BPTA, Bradford 711, had been being dismantled for spares for various trolleybuses (including sister "DKY", no.704 in Cardiff, 792, here at Sandtoft and the Trolleybus Museum Company's Hastings 45). As part of the clearance following the demise of Shamrock Buses, the remains of 711 were sold to a breaker in Barnsley: the chassis was subsequently purchased by the TMC and brought to Sandtoft on 8 September so that further components could be recovered (traction motor and resistors for Hastings 45 and both axles and other bits for ourselves). This was done during the week ending 17 September and the remains cut up for scrap.

Meanwhile, Derby 215, a 1949 Sunbeam F4 with Brush body, urgently needs some sponsors: it has had a chequered existence since the Derby trolleybus system closed on 9 September 1967 and has now been saved from an uncertain future by Tom Bowden and Steve Blood. If you can help, please contact The Derby 215 Preservation Fund at 7, North Street, North Tawron, Devon, EX20 2DE.

Finally, it is sad to have to report that Aston Manor Road Transport Museum, based in a wonderful former Birmingham Corporation tram depot, and where Walsall 872 has resided for several years, is due to close by the end of this year, negotiations with the City Council for it to continue having broken down. More information can be found at [www.amrtm.org](http://www.amrtm.org).

### DEAR 'SCENE

*Dear 'Scene*

Following seeing your advertisement in the *Thorne Gazette* for the Teddy Bears' Picnic, I brought my 4-year old son for the day. We'd like to say a big thank-you to all the staff for such an enjoyable day. My son was amazed at all the old vehicles and he said he'd love to come again. It was a real pleasure to be entertained and served by such enthusiasts of all ages.

Thanks again.

*S Pascoe & Liam (Thorne)*

A dramatic-looking scene in Sandtoft Square - a good size crowd watches one of the demonstrations during the Blues and Twos weekend in mid-August

*Photo: Bruce Lake*



Another view of the Blues and Twos demonstration. The weekend has become a firm favourite with visitors and staff alike (as well as the participants). The 2012 Blues and Twos event will be over the weekend of 15 & 16 September

*Photo: Bruce Lake*

Two weeks later, it was World-Wide Weekend, and the line-up of (left to right) Marseille 202, Limoges 5, Liège 425 and Edmonton 189 makes a contrasting spectacle

*Photo: Bruce Lake*





## REMAINING RUNNING DAYS IN 2011

Gates open 11.00 am to 5.00pm unless stated otherwise

Sunday 16 October	<b>Free Bus</b> <b>St. Leger Rally</b> - with vehicle run starting from Doncaster Aircraft Museum, transport-related sales stands and parades of historic vehicles at Museum
Sunday 13 November	<b>Twilight Trolleys</b> (open 11.00am to 6.00pm)
Saturday 10 December	<b>Santa Days</b> (open 11.00am to 4.00pm)
Sunday 11 December	<i>Children can visit Santa</i>

## AND, RUNNING DAYS IN 2012

<i>Full details of admission charges and any additional attractions have yet to be finalised</i>	
Easter: Bradford 40 years since final abandonment event	Saturday ☐, Sunday & Monday <b>Free Bus</b> 7 - 9 April
Manchester & Ashton-under-Lyne event	Saturday ☐ & Sunday 21 & 22 April
May Day Bank Holiday Weekend: Six-wheel Weekend	Saturday ☐, Sunday & Monday <b>Free Bus</b> 5 - 7 May
Weekend Trolleydays	Saturday ☐ & Sunday 19 & 20 May
Diamond Jubilee Weekend: Civic Heraldry Weekend (celebrating the municipal heritage of British trolleybuses)	Saturday ☐, Sunday & Monday <b>Free Bus</b> 2 - 4 June
Weekend Trolleydays	Saturday ☐ & Sunday 16 & 17 June
Teddy Bears; Picnic	Saturday ☐ & Sunday <b>Free Bus</b> 30 June & 1 July
<b>Sandtoft Gathering 2012</b>	<b>Saturday ☐ &amp; Sunday <b>Free Bus</b></b> <b>14 &amp; 15 July</b>
Weekend Trolleydays	Saturday ☐ & Sunday 28 & 29 July
World Wide weekend	Saturday ☐ & Sunday <b>Free Bus</b> 11 & 12 August
Late Summer Bank Holiday Weekend: London Weekend	Saturday ☐ Sunday & Monday <b>Free Bus</b> 25 - 27 August
Blues & Twos Weekend	Saturday ☐ & Sunday <b>Free Bus</b> 15 & 16 September
Weekend Trolleydays	Saturday ☐ & Sunday <b>Free Bus</b> 29 & 30 September
St. Leger Historic Vehicle Rally	Sunday <b>Free Bus</b> 14 October
Twilight Trolleyday	Sunday 18 November
Santa Weekend	Saturday ☐ & Sunday 8 & 9 December

### Key to Bus Services and Links

**NOTE:** 2011 times are correct, but all 2012 times are subject to confirmation

☐ 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)

**Free 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. **On St Leger Rally day 2011, there will be additional journeys - departing Doncaster Interchange at 11.30am and departing Sandtoft at 5.00pm (journey time approximately 40 minutes)**