

Sandtoft Scene

July 2012
No. 86



News and Views from
The Trolleybus Museum at Sandtoft



Sandtoft Transport Centre Limited
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Doncaster, North Lincolnshire, DN8 5SX.
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Information Line: 01724 711391

Fax/ Messages: 01724 711846

Website: www.sandtoft.org

e-mail: trolleybusmuseum@sandtoft.org

Directors:

Chairman & Engineering Director	Graham P. Bilbé	grahambilbe@sandtoft.org
Company Secretary	C. Bruce Lake	brucelake@sandtoft.org
Managing Director (& Safety)	Steven J. Harrison	steveharrison@sandtoft.org
Financial Director (& Development)	Francis R. Whitehead	fwhitehead@sandtoft.org
Commercial Director	(vacant)	
Operations Director	Ian H. Wilson	ianwilson@sandtoft.org
Facilities Director	Anthony G. Ferris	tonyferris@sandtoft.org
Director (& Retail Services)	Christopher N. Proctor	sales@sandtoft.org

Correspondence should be addressed to the Director responsible for the relevant area of operation, or to the Managing Director. As necessary, letters/ emails will be forwarded to the appropriate person. A SAE for a reply is always appreciated.

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Sandtoft Scene Editor:

John Stainforth 25 Old Kennels Lane, Winchester, SO22 4JP.
e-mail scene@sandtoft.org

Typesetting and Layout by John Stainforth & Francis Whitehead.

Contributions & comments (for publication or otherwise) are always welcomed by the Editor. We reserve the right to alter or amend text to suit the style of *Sandtoft Scene* or the content of a particular edition. The content of individual items and articles represent the opinions of the individual contributors: they are not necessarily the opinions or policies of The Trolleybus Museum at Sandtoft, the Company, its Directors or its members.

FRONT COVER PICTURE: Taking pride of place in the Museum's celebrations of the Queen's Diamond Jubilee, Huddersfield 631, in patriotic livery and specially decorated for the event, is seen on Monday 4 June 2012 *Photo: Stewart David*

Our Vision Statement is

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

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



FROM THE EDITOR

Little space is available for an editorial this time, thanks to the very pleasing supply of contributions rolling in. These past three months have been very busy ones for the Museum, with a cascade of running days and special events culminating in the Diamond Jubilee weekend. So I make no apologies for the sizable coverage of these events in the reports and photographs that follow. The downside is that, despite this being a record 36-page edition, several contributors will feel disappointed that their material has not yet seen the light of day. I am grateful for all your articles and really do hope to include everything sooner or later.

Thanks to recent work by our webmaster Aiden Proctor, the new “Members’ Area” is now up and running on the Museum website, located at www.sandtoft.org/members. Over time, this will be populated with information for members and will become password-protected. Initially we have made available a selection of video clips referred to in the articles in this edition of *Sandtoft Scene*.

And finally, a reminder of this year’s ‘Gathering date: 14/15 July. There will be no shortage of jobs for volunteers, so please come and help to make this another memorable Sandtoft event.

Please note: The news deadline for the next edition of *Sandtoft Scene* is 7 September 2012

A CHANGE ON THE BOARD

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

It is with great regret that I have to announce that Chas Allen has stood down from his Board position as Commercial Director, effectively from the end of May. The Board is very sorry to lose his valued input. The rôle of Commercial Director is very demanding and Chas has done a fine job in the last couple of years to keep, primarily, our publicity machine on the boil, but has understandably decided that he would like his involvement at the Museum to be more of a relaxation than a second job. We sincerely hope to see him around driving trolleybuses for many years yet, and wish him well in his forthcoming marriage later in June. Thanks, Chas, for all your hard work !

We shall, of course, be looking for a replacement Commercial Director by the AGM in November, though the Board will be reviewing the rôle to see if it can sensibly be split to make it more manageable. In the interim, Francis Whitehead and I will be dealing with most publicity/ commercial matters, so, if you have any thoughts or ideas regarding this essential area of what we do, please let us know. All of our efforts to restore vehicles, improve the Museum and stage great events become worthless if no-one out there knows about us !

RECENT RUNNING DAYS

Bradford Closure Anniversary: 7-9 April **Chas Allen & Stewart David**

The last British trolleybus ran in Bradford on 26 March 1972. To commemorate the 40th anniversary of this very sad occasion, a special Bradford Corporation themed event was held at the Trolleybus Museum at Sandtoft over the Easter bank holiday weekend. All our resident, operable Bradford trolleybuses were in passenger service over the weekend, along with "Britain's Last Trolleybus", Bradford 844, which had kindly been loaned to us by Keighley Bus Museum Trust. At around 2.30pm each day, all the trolleybuses were lined-up across Sandtoft Square to allow visitors the opportunity to film and photograph them together. On Easter Monday they were joined by BMC tower wagon 032. After the line-up, all the vehicles operated simultaneously around the museum site for around fifteen minutes, to the delight of an impressive crowd of visitors.

Bradford enthusiasts also enjoyed the opportunity to meet up with Vic Midgley, who was visiting the Museum on Easter Monday. Many years ago, as General Works Foreman at BCT's Thornbury Works, Vic had been the main contact for those looking to purchase trolleybuses for preservation. His advice on selecting suitable candidates in the best condition was always much appreciated, as was his involvement in making the handover of vehicles to their new owners a memorable event.



Between showers, the Monday line-up with (left to right) 032, 792, 834, 746, 706 and 844

Photo: Andy McDougall

Meanwhile, children were seen all over the site looking for Easter eggs and the *Tea Trolley* café ran out of the goody bags given away as prizes for finding them ! This part of our Easter event has certainly attracted more families to the Museum. The weather over the weekend was good, which helped to boost visitor numbers, until about 3.30pm on the Monday, when heavy and persistent rain set in. This cleared the site of visitors rather rapidly, but

fortunately, because of the time, did not detract too much. One benefit of this was an early start on putting five trolleys away in the depot !

North West Weekend: 21/22 April

Chas Allen

The prompter for this event was the arrival of Ashton 87 from Carlton Colville last summer, in exchange for Newcastle 501. We believe that this could well have been the first time 87 and 1344 had operated together since 1964 except for the times when both were kept at Carlton, and therefore a great opportunity for enthusiasts from the North West to sample both vehicles. However, an event based on only two trolleybuses would be a bit “flat”, so organisations in God’s own county to the west of the Pennines were invited to send motorbuses - and they did us proud ! The motorbuses were interesting in their own right as well as relevant to the Manchester and Ashton trolleybus story.

Two arrived around midday on the Saturday, staying over until Sunday. One was Ashton 44 (PTE 944C), one of a batch of Leyland PD2/37 with Roe forward-entrance bodies, which marked a transition between Ashton’s traditional open platform, vacuum-braked PD2s and the following year’s Atlanteans which replaced 87 and her sisters.



In weather specially arranged to make the visiting Manchester-area vehicles feel at home, 1344 passes a group of traditional double-deckers and their underwater reflections.

Photo: Graham Bilbé

The second Saturday arrival was A. Mayne & Son’s AEC Regent V, 8860 VR. Mayne ran two services along Ashton New Road which provided a bizarre contrast: the 46 was joint with Manchester Corporation and ran with route 215/216 as far as Edge Lane, whilst their un-numbered Audenshaw service ran in direct competition with the trolleybuses !

The two buses arriving on the Sunday were no less interesting: the first was Manchester 3520 (TNA 520), a Burlingham-bodied PD2/34. Manchester’s “upright front” MCW Orions are well known, but the “TNA” Leylands and Daimlers pre-dated them and 3520 made an interesting contrast with the bodywork on 1344, which is much more a standard Burlingham product.

The last visitor was Manchester 4127 (JND 728) a 1950 Daimler CVG6 with Metro-Cammell body. Its batch were MCTD's first peacetime buses with their manufacturer's standard body (as opposed to the "streamline derivative" styling) and most saw 19-20 years' all-day service - many (including 4127) clocking up in excess of 950,000 miles. After 1955, this type was used on the new cross-city routes which replaced the Moston trolleybuses.



Manchester 1344 and Ashton 87: in their service days, they would have been seen together on the jointly-operated routes linking Manchester and Stalybridge during the 1950s and 1960s.

Photo: Graham Bilbé

On both days, the traditional line-up in Sandtoft Square was organised, followed by a cavalcade of all the Manchester-area vehicles, which, particularly on the Sunday, proved a very popular photo opportunity. The weather let us down on both days but there were some dry spells and it didn't seem to reduce the visitors' enjoyment. Bradford 844 was also in service over the weekend; this operator bought two Ashton utilities with the intention of rebodysing them in the style of 844 but they were scrapped after the decision to abandon was taken. 844 therefore provided a poignant reminder of what might have been, as well as additional shelter from the rain, which, as several Tykes took great delight in telling me, was highly appropriate for a Manchester event.



Re-creating the atmosphere of central Manchester: Ashton 87 alongside Manchester 1344 and visiting Manchester Corporation Daimler 4127

Photo: Graham Bilbé

The event was only possible through the kind assistance of several bodies and individuals: the LTPS for the loan of 87, Keighley Bus Museum for loaning 844, the Greater Manchester Transport Society for sending 44 and 3520, Brian Lomas for providing 8860 VR and the Manchester 4100 Group for 4127. Thank you all for coming and making it a fantastic weekend !

Six Wheel Weekend: 5-7 May

Chas Allen, Mike Johnson, Dave Croft & Graham Bilbé

In contrast to the North West weekend, the weather was cloudy but largely dry with just a couple of very light showers. However, this was a much lower-key event as we did not want to detract from the weekend at Carlton Colville to commemorate the last London trolleybus.



Six-wheelers Huddersfield 619 and Rotherham 37 on Sunday duties

Photo: David Croft

Unfortunately, we didn't realise how low-key it would be: with Londoners 1348 and 1812 away at Carlton Colville and Huddersfield 631 being prepared for our forthcoming Diamond Jubilee three-day opening, it was quite a struggle to find enough three-axle trolleybuses to operate.

The first day began hurriedly, as these Saturdays always do !

Vehicles being prepared for service were Rotherham 37, Reading 181 and Cardiff 203. However, technical problems meant that we started with only one operational 6-wheeler in service on Saturday ! Rotherham 37 was supplied with a new nearside battery and minor attention to the platform repeater bell ensured a very successful three days for 37. Cardiff 203 suffered a binding nearside brake-shoe, which Ian Metcalfe finally managed to release after several hours on his back. Both vehicles were in service by lunchtime. Huddersfield 619 ran very well on all three days after being in the workshop during most of the Saturday morning, and added further colour to the blue, maroon and chocolate liveries already operating.

Weather-wise, Sunday was much the better day, being dry, sunny and not so cold. Rotherham 37, Reading 181 and Cardiff 203 began the day's service, but 203 was later replaced by Huddersfield 619, which had been passed for service after a full engineering inspection the day before. With this better weather, Sunday saw slightly more visitors and rather more dogs !

Monday saw the entry into service of our newest driver, Alex Proctor, who was only passed out the previous evening. Heavy six-wheelers like 37, 203 and 619 are not the easiest introduction to trolleybus driving but Alex gave a good account of himself.

The highlight of the weekend was a visit on the Saturday by the Mayor and Mayoress of North Lincolnshire, Cllr. and Mrs. Keith Vickers. Their visit was organised by our President, Stanley King, and to mark the occasion Cleethorpes 54 gave a demonstration run - the first time it has run in public since 1958 !



Distinguished visitors Councillor Keith Vickers and his wife Vicky on the only fixed seat on Cleethorpes 54 - the "lovers' seat" upstairs ! They thoroughly enjoyed their ride and promised to come back as visitors with their grandchildren !

Photos: Graham Bilbé



Left: Andy Fieldsend looks proud but slightly self-conscious as he is congratulated by the Mayor on his dedication to the 54 project

Right: The Mayor wielding the bamboo pole to put 54 on the wires. We sure know how to show people a good time !



New in 1937, 54 is an AEC 661T with Park Royal body, and was in a very sorry condition when rescued for preservation. Finally we can see the results of thirty years of dedicated effort from 54's owner Andy Fieldsend, who now lives in Hungary. Further work is still needed to complete the restoration, but on the day 54 ran very smoothly indeed. Both the Mayor and Mayoress made many complimentary comments about Sandtoft, and they seemed especially impressed by the *Tea Trolley* café and the Isle tour, which on this occasion

was guided by Andy Payling. Without a doubt, their visit will have earned us a good report in local “political” circles, and we are most grateful to our President for arranging the visit and receiving our distinguished visitors on the day. Also, of course, to Andy and Nora for coming all the way back from Hungary for the occasion and making 54 as presentable as possible.

Trolleydays: 19/20 May

Mike Johnson

A quite busy but chilly weekend was enjoyed by all. Trolleybuses in service reflected the theme of operating trolleybuses not usually resident at Sandtoft: Maidstone 52 and Ashton 87, currently on exchanges with Carlton Colville, and Bradford 844, still on loan from Keighley Bus Museum.

Maidstone 52,
Bradford 844 and
Ashton 87 form an
orderly queue in
Sandtoft Square
Photo: Mike Johnson



In service a few minor glitches with these trolleybuses became noticeable. 52 appeared to have low tension on its nearside boom, 844 showed signs of a slightly under-inflated nearside rear tyre and 87 seemed to be producing a few “clattering” sounds under the overhead junctions. All have since been sorted.

Diamond Jubilee Weekend: 2–4 June

Mike Johnson

The Saturday and Sunday were both very quiet with relatively few visitors. Sunday’s combination of rain and the Thames Pageant on television did little for the Museum’s visitor numbers. In contrast, the turnout on Bank Holiday Monday was excellent, boosting the spirits of everyone on duty. In addition to specially-decorated Huddersfield 631, a good selection of trolleybuses were in operation on all three days: Glasgow TB78, Rotherham 37, Bradfords 746 and 844, Maidstone 52, Huddersfield 619, Manchester 1344 and Reading 113. They all ran well but TB78 did have a rear suspension rattle. On the Monday, a small team of conductors and drivers operated a very heavy service all day. Doncaster 55 and Sheffield 1357 operated three very full Isle Tours. The work on transforming Huddersfield 631 into Jubilee livery had occupied several days before the weekend and this features in our photograph selection.

Diamond Jubilee Preparations



1



2



3

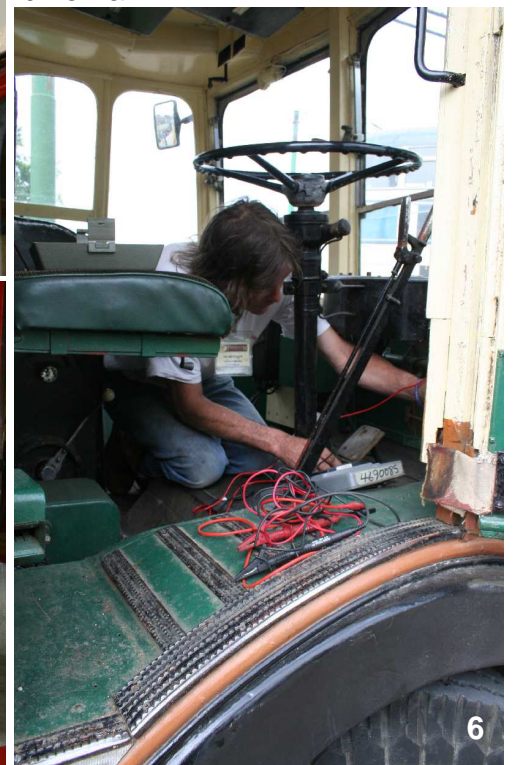


4

1. Judy Martindale puts up the bunting on the *Axholme Stores*
2. Graham Bilbé and Janet Metcalfe attach the Queen's cypher to Huddersfield 631
3. Gill Ferris, Cherryll Crowther and Nora sprucing-up the *Regal* cinema



5



6

4. Francis Whitehead busy attaching vinyls to the offside of 631 on 2 June
5. Still at work just before midnight on 1 June, Doug Barrow cleans up 631's paintwork
6. Ian Metcalfe fixes a fault on the bell system of Maidstone 52

Photos 1,2,3,4 & 6: Doug Barrow, 5: Graham Bilbé

Scenes from the Jubilee Weekend



1



4



2



5



3



6

1. Awaiting the last few decorations, 631 prepares to emerge from the workshop
2. The official Jubilee emblem, surmounted by flags (and still awaiting the finishing gold surround) on 631's side-panel
3. *Trolley Dollies* in special aprons pose with 631
4. Seen from the prefab: 631 and Rotherham 37
5. Jubilee cakes made by Cherryll and Gill
6. Visiting Sandtoft, Maidstone 52 ready for service

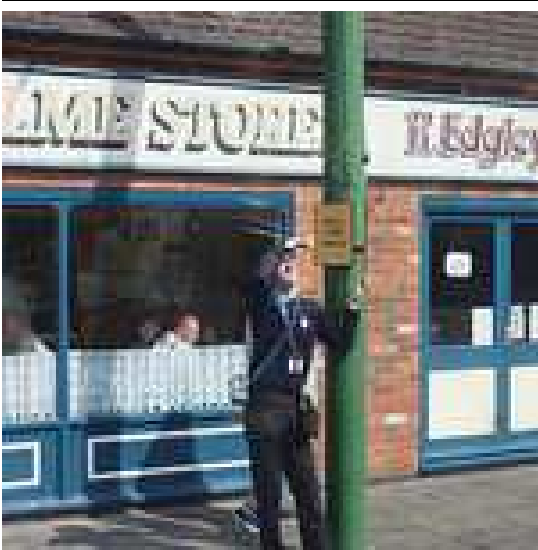
Photos 1,2,5 & 6: Doug Barrow, 3&4: Graham Bilbé

LIFE ON THE PLATFORM

Dave Croft, Mark Holmes & Mike Johnson

Conducting trolleybuses at The Trolleybus Museum at Sandtoft is great fun. Well, most of the time it is, but don't tell our bosses that we enjoy it !

There is nothing more pleasant than riding on an open platform on a warm, summer afternoon, knowing that all the fares have been collected, that the conductor can relax for a few minutes before reaching the terminus and realising that he/ she has neither upset any of the passengers, nor trodden on Fido's tail whilst moving around the 'bus (but still remembering to give him a ticket), nor run out of tickets, nor spilled the contents of the cash bag all over the platform. Believe us, it's very easy to do these things !



Mark Holmes pulls the manual frog,
by *The Tea Trolley* café
Photo: Julian Walker

One of our youngest conductors, Mark, has “hit-the-roof” frequently by being so tall and we all learn the little differences inside the trolleybuses, even though some have very similar bodywork. However, on wet days it's not always quite so enjoyable. We have to keep smiling when pulling the frogs, even though the rain is running down our necks and into our eyes and the driver always seems to stop just where there is a puddle to wade through !

There is a variety of frogs, mostly manually operated, with one electrically operated frog (by the depot doors). This latter has to be checked to ensure that the tell-tail light lights up when triggered by the driver and

cancelled if the trolleybus is to turn into Sandtoft Square. All the frogs have their little hazards. Probably the hardest is when the trolleybus is required to turn towards *The Tea Trolley* café, although the frog leading into the “toilets-bay” does try to pull out of our hands ! Also, with the trolleybus stationary and the sun inconveniently positioned at “frog level”, it is often impossible to see whether the trolley-heads have cleared the points. Sunglasses or a free hand are an absolute necessity ! Most of us wait until both heads can be clearly seen on the correct wires before releasing the handle. We do not just listen for the sounds of clicking as there are roads quite close by.

And, of course, there are dewirements, although fortunately not very often. Then we have to keep an eye on the passengers as well as getting the booms back on the wires without poking someone's eye out with the twenty-foot long bamboo pole. In the event of dewirements, the booms are not usually placed in an obliging position. They can almost literally be “sky-high” and crossed ! In such a situation, it is best to re-site the negative boom before the positive, but occasionally this is difficult to manage in practice.

The conductor is responsible for re-poling after dewirements, for assisting passengers in any potentially-unsafe circumstances which may arise and liaising with everyone to ensure that the trolleybus journey is successful. Many people don't realise that the conductor is in charge of the 'bus, rather than the driver, who is there to drive the 'bus safely and respond to the bell signals given by the conductor. However, we always work as a team and everything usually functions well.

Apart from busy days such as the 'Gathering, when we are rostered to work for two-hour shifts on a particular vehicle with the same driver, the arrangement of crews is fairly flexible. Mostly, we can decide amongst ourselves who takes which vehicle and we try to organise things so that we each get a chance to work on every vehicle running that day. Naturally we each have our favourite vehicles: one of us likes Huddersfield vehicles, one prefers four-wheelers and another prefers six-wheelers.



Dave Croft assists in earth-leakage testing, of 1344, before service begins: here he is lowering the negative boom *Photo: Mike Johnson*

The authors enjoy a cuppa after their day at the recent North-West weekend, when Manchester 1344 and Ashton 87 were complemented by a variety of motor buses from the Manchester area.

Photo: John Whipham



We are responsible for the health and safety, not just of our passengers, but of ourselves and other colleagues. For everyone's safety, all vehicles are earth-leakage tested each morning prior to service. We don't like to seem bossy, but for safety reasons we insist that passengers remain seated when we step off to operate the frogs. And after all our happy passengers have left, service journeys are logged and any takings

recorded. Waybills, details of vehicles used and each trolleybus journey are returned to the traffic office as details of how many trips a particular vehicle has operated are needed for engineering and accountancy purposes.

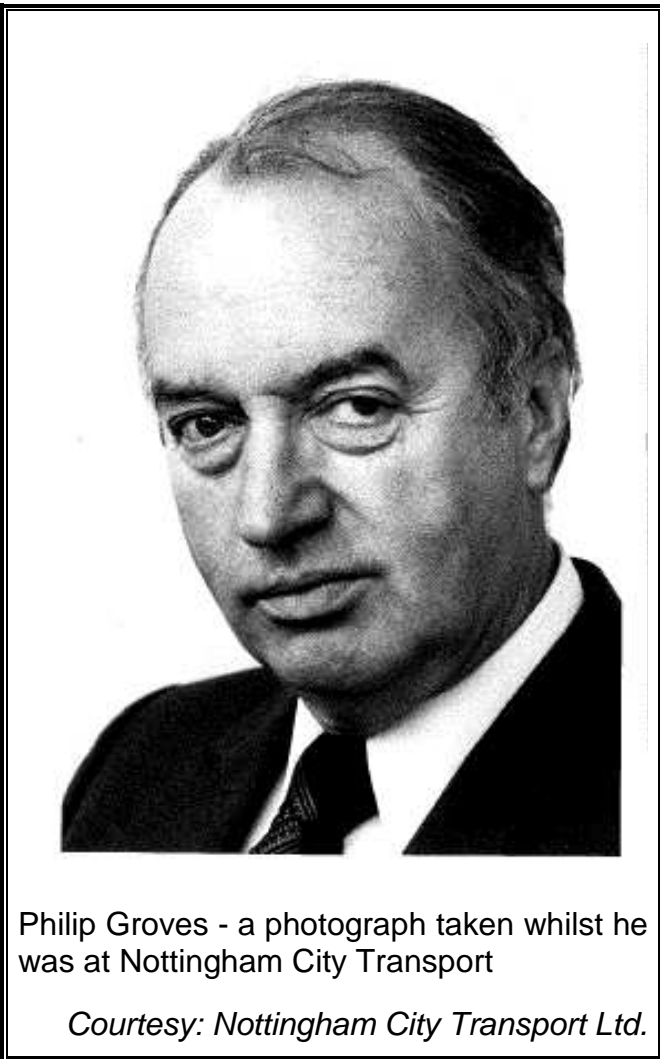
OBITUARY

Philip Groves FCIT

written by David Bowler

Philip Groves, a highly respected professional transport manager and a renowned transport author, passed away in St. Leonards-on-Sea after a short illness on Friday, 20 April 2012, aged 86.

Best known to trolleybus enthusiasts as **the** expert on control equipment and traction motors, based on background information that he had been able to glean from managerial colleagues, Frederick Philip Groves started his transport career with Coventry City Transport as a Traffic Apprentice in 1942. Attracted to North East England, he moved to United Automobile Service in 1955 as Assistant Traffic Superintendent. Only in December 1969 did he return to municipal transport - on Teesside, this being the only (brief) period in his career when he was directly involved in trolleybus operation.



In November 1973 he was appointed General Manager of Nottingham City Transport and remained at the helm until retirement in 1982. During this period, the fleet rose to over 490 vehicles and the "Nottingham look" twin-door bodywork on a rear-engined motorbus chassis was developed to perfection.

He was the author or major contributor to a number of important transport histories, including *Birmingham Corporation Trams and Trolleybuses*, *Coventry Transport*, *Manchester Tramways*, *Nottingham City Transport* and *United Automobile Services*. Many of his papers and much of his research has been entrusted to the National Tramway Museum Library at Crich.

A widower since 1993, Philip gave up the family home at Keyworth, just outside Nottingham, in 2001 and moved to St. Leonards-on-Sea in East Sussex to live close to his son. Here he followed his interests in

public transport interspersed with several cruises annually, something that fascinated him, until his health began to deteriorate somewhat a few years ago, forcing him to slow down his activities.

Philip Groves was a courteous, helpful and humane gentleman, highly thought of by his staff and enthusiasts alike ! He will be sadly missed.

NEWS ROUND-UP

Compiled from notes supplied by Bruce Lake

Museum Site News: Despite spells of bad weather in recent months, good progress has been made with many jobs. Several parts of the site were tidied up ready for the new season and many of the bark chipping areas have been refreshed. As the hawthorn hedge between the Museum and the car park is taking some time to get established, the fencing that used to be on the centre grass has been moved to reinforce it whilst it develops.

Overall, the Museum certainly looks tidier these days, but there are always plenty of small jobs to be done on the site, with a never-ending rota of tasks necessary to maintain a good standard. We do appreciate the involvement of some recent new volunteers but more will always be welcome !

Thankfully well away from public view, our large accumulation of old tyres behind the depot is to be sorted out and unnecessary ones disposed of. If there are any you particularly want to keep, then please separate them from the rest in the near future or it may be too late.

The “Skegness Hut” was used at the end of last year to accommodate a large party of visitors, and it provided them with adequate space for a bite to eat as they would not have fitted into the *Tea Trolley Café*. This highlighted the usefulness of having a large, airy space available, and as a result we are re-thinking how best to use the building in future. Originally we planned to fill it with children’s activities and thus encourage families to spend more time at the Museum. Now we are looking at providing sufficient equipment to occupy the children and, by making it movable, enable the space to be readily utilised for other purposes.

The Tea Trolley Café: We have purchased a new till to replace the one bought at a car-boot sale a few years ago. It can be programmed with food prices, speeding things up for the staff and customers, and will also enable us to collate and analyse the café sales, which in turn helps with organising supplies. The till was programmed by our expert *Trolleyshop* staff and is already in action.

Financial matters: The cost of posting *Sandtoft Scene* has risen dramatically following the April increase in postage prices. To mitigate this, we purchased a large supply of stamps before the increase, to cover the next few issues at the old rates. Other methods of containing postage costs are being investigated.



Improvements to paved areas have been happening all around the Museum ... thanks to John Whipham, seen here wielding the mallet

Photo: John Stainforth

We have gone ahead with the purchase of a special till for use at our admissions desk, so that we can reclaim Gift Aid on admission charges. The admissions staff have already received the necessary training and we expect the till to pay for itself pretty quickly with the extra income generated.

Website: The current website has met its needs well during the past few years, but is probably due a makeover. We are currently looking at some redesign, making additional information available and creating a “members only” page.

Publicity: We have commissioned and received a large roll-up banner to provide an impact for displays and in retail outlets. The banner, which was on show at the Fulwell Depot Open Day, contains our logo, essential Museum information and a splendid picture of the 16-trolleybus line-up at our first *Extravaganza*. It can be whizzed back into its case and carried very easily to events and at other times it will probably be on view in the Museum entrance.

Two pieces of television filming are mentioned on other pages, and even more filming was done by the BBC’s *Look North* team for a programme for the Jubilee weekend. The programme compared life now with 1952 when Princess Elizabeth became Queen, and included a “transport” section with Graham Bilbé as the Sandtoft host.

TROLLEYBUS ANNIVERSARIES

Compiled by Geoff Welburn

July to September 2012

Systems Opened

- 100 years since Dundee opened on 5 September 1912
- 85 years since St. Helens opened on 11 July 1927
- 75 years since Cleethorpes opened on 18 July 1937

Systems Closed

- 80 years since Keighley closed on 31 August 1932
- 55 years since Darlington closed on 31 July 1957

ANTIQUES ROAD TRIP VISITS SANDTOFT

On 14 May the Museum played host to BBC2’s *Antiques Road Trip* with an afternoon of filming of activities and interviews to be included in a programme due for broadcast in the autumn. The series features a light-hearted competition between two antiques experts, who take several days over a meandering journey, buying unusual items en-route and making stops at significant places of interest before bringing their purchases to auction. A classic car provides their means of transport, at least for those sequences that finally appear on air. On this particular road trip, the team had already explored the Humber Car Museum in Hull and stopped over in Blyth (the one near Worksop) before journeying to Sandtoft.

A gloriously fine and sunny day provided the perfect conditions to show off the Museum to these special visitors and to *Antiques Road Trip* viewers. During

the morning a small team of volunteers prepared a selection of vehicles, and by lunchtime, Huddersfield 619, Reading 144, Teesside T291 and Manchester 1344 were out on display, together with "Britain's Last Trolleybus" (Bradford 844), Doncaster single-deckers 22 and 55 and Sheffield Atlantean 1357.

Antiques Road Trip's arts and collectibles expert David Barby arrived with his film crew shortly after 1:30 and was welcomed at the Museum gate by Bruce Lake and some of the members on duty. David was then filmed driving through the entrance in the 32-year-old open-top Mercedes 350SL sports car in use for this road trip. His first stop was the *Tea Trolley Café* where Cherryll and staff served tea and biscuits for David and the filming team. After an informal browse round the display room and the *Trolleyshop*, the recording work began and Bruce led them aboard 844. Numerous takes and re-takes followed with Bruce explaining how we run the Museum and its Open Days with teams of volunteers handling ten-to-twelve thousand visitors every year. Then - for the benefit of the majority of the viewing audience unfamiliar with such basics - he answered the age-old question: "What's the difference between a tram and a trolleybus?" With the camera rolling, David was guided to the platform of Manchester 1344, where the interviews and recording continued in the lower saloon. By this point, he was fully-convinced of comfort of the vehicles and their environmental friendliness, and was drawing a comparison between initiatives to bring about the return of the trolleybus and those to bring back airships.

With several of the depot doors open to reveal a small selection of vehicles, David took a great interest in the restoration projects, illustrated vividly by Nottingham 367 and Cleethorpes 54. After being introduced to a smartly-uniformed trolleybus conductor in the person of Mike Johnson, the group returned to the *Tea Trolley Café* where David had the opportunity to get the feel of 1950s ticket machines of different types. Before any filming took place, however, Mike's "100 years old" badge had to be removed, in response to the expert's concern over the authenticity of this particular antique.

Next came a ride aboard Reading 144, with Bruce in the cab and Mike on the platform welcoming our guest aboard and issuing him with a ticket to "*Journey's End*" "Is that the pub?" quipped the conductor. More questions and answers were recorded - this time with Mike - and more of the inevitable repetition and retakes followed. Finally, as filming by the cab door reached a natural break, Bruce took David Barby completely by surprise by popping the question: "How about having a drive yourself, now?" This led to a hesitant reply, but, following some encouraging words from Bruce, he accepted the challenge. Overcoming slight difficulties of climbing in and out of 144's cab ("it's a bit like getting onto a horse!") David was taken through a compressed version of the Museum's *Trolleybus Driving Experience* under Bruce's careful supervision. Then, he and Bruce swapped positions and with David seated at the controls in a state of mild apprehension, he switched on the breakers and proceeded cautiously to take 144 round several circuits, confidence steadily increasing every time.

BBC2's *Antiques Road Trip* visits Sandtoft



Andy Payling directs the cameraman as the crew's van arrives at the Museum gate with their Mercedes convertible in the lead



In authentic Huddersfield CPT driver's uniform, Bruce Lake welcomes the party to Sandtoft



Left: Sandtoft-style hospitality for antiques expert David Barby in the *Tea Trolley Café*

Below left: Filming underway as Bruce tells David more about the Museum before stepping aboard Bradford 844

Above-captioned photos:
John Stainforth

Below right: The platform and saloon of Manchester 1344 provide the setting for the next recordings

Photo: Andy Payling



BBC2's *Antiques Road Trip* visits Sandtoft



Above: Bruce explains the challenges of long-term restoration as David Barby studies the re-growing skeleton of Nottingham 367

Right: During a few moments' break in the *Tea Trolley Café*, Mike Johnson demonstrates the workings of the Ultimate ticket machine



Left: As part of the *Antiques Road Trip*'s theme, the large package in the back seat of the Mercedes contains a 19th Century billiards scoreboard, purchased by David Barby earlier in the journey. He was less than optimistic about the price it would bring at auction later on. Watch the programme to discover what happened !



Above and left: David gets his turn at the wheel of Reading 144 and takes the Trolleybus Driving Experience, albeit in a much-reduced format. According to the instructor he acquitted himself very well indeed. *All photos: John Stainforth*

The cab was pretty crowded, with our celebrity trainee flanked on his left by the cameraman armed with his huge camera and sandwiched-in by the instructor on his right. After a short break for the cameraman to disembark, he drove a few more circuits so that 144 could be filmed on the move from a variety of locations.

Unwinding after his experience, David was congratulated by the instructor on his performance, and clearly felt very privileged to have had the opportunity to drive a trolleybus. Reflecting on the Museum's achievements, he felt that the success of creating a 1950s "time-capsule" was at least as important an attraction as the trolleybuses themselves. He was obviously impressed by what he had seen and with the enthusiasm and commitment of the people he met during the afternoon.



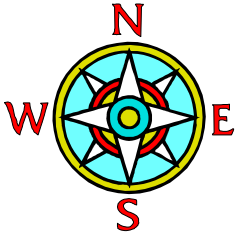
Just before leaving the Museum, ceramics and porcelain expert David Barby paid a return visit to *The Trolleyshop* and is seen here buying a ceramic bus-shaped mug from Linda Proctor

Photo: John Stainforth

Following the departure of David Barby and the sporty Mercedes shortly after 5:00, the rest of the crew stayed quite a while longer to carry out more recording of the three trolleybuses in motion, including sequences filmed from the open rear window of one of them. Overall, an enjoyable afternoon was had by the folks from Scottish TV (who make the programme for the BBC) and by the Sandtoft volunteers present, to whom many thanks are due for supporting the event in a very professional way. Of course, many hours of filming will be condensed to around five minutes in the final broadcast. We look forward to seeing the result later in the year (probably around 6pm on a Wednesday in September) and also to the extra visitors enthused by this publicity.

ROTHERHAM 100

This year marks 100 years since the Rotherham system opened, and the event will be marked at Sandtoft during the weekend of 29/ 30 September. During the early afternoon on Saturday 29 September, Tim Stubbs, Chairman of the Rotherham Trolleybus Group and owner of Rotherham 73, will give a talk in *The Regal* about the path to the restoration of this unique vehicle.



THE ROUTE TO SANDTOFT

BLACK ROD KNOCKS ON THE DOORS - OF SANDTOFT !

“Black Rod”

PART 5- : Can you please move your trolleybus from our depot ?

Previous episodes of this farrago have detailed how the Nottingham Trolleybus Group (NTG) had developed from being a “locally” based organisation into wishing to create a national trolleybus museum. At least, that is what most of its members envisaged. We had met up with Mike Dare and the prospect of a single operating circuit where all interested parties could run their trolleybuses had been discussed. Although this “central” operational unit would house most of the preserved fleet, certain examples could still be retained locally for restoration and to promote local interest in the project. In Nottingham, a bid of £60.00 had been offered for withdrawn utility 466, but no response had been received from Nottingham City Transport (NCT) for some time. We were now starting to conclude that the bid was insufficient and the vehicle would be sold to the scrap merchant. It must be stated that we did not possess the funds to pay £60.00, although a contentious “loan” had been discussed. This had resulted in the disappearance of several leading NTG members who had been startled at the prospect of taking on debt. Another complication was that despite continuing correspondence with various organisations, we had quite simply failed to find a location at which 466 could be stored !

In order to raise money, a series of tours had been organised throughout 1962. Whilst undoubtedly memorable, for the most part they had lost money so rather defeating the object of the exercise. However, the last few tours had actually turned in a small profit and it was decided to continue with the planned programme. The ever-optimistic Chairman believed that we had “turned a corner”. The next scheduled tour was to Rotherham on 12 August 1962. In an earlier chapter, I have recounted how the NTG had inadvertently “scuppered” the Doncaster Omnibus and Light Railway Society (DO&LRS) in their attempt to operate the last Rotherham single-deck trolleybus. They had arranged a tour in January 1962 believing that this would be the final appearance. Unfortunately, not knowing of the DO&LRS plans, your scribe had previously written to Rotherham requesting this tour on 12 August. As “Hon Sec.” of the NTG, I had also enquired about purchasing a Daimler/ East Lancs. single-deck trolleybus (actually number 8) from Rotherham and had been informed that they were to be exported to Spain but, failing this transaction, a sale to the NTG would be certainly considered.

Obviously, the tour was going to be special, being the last time an English single-deck trolleybus operated on its home system - please note the careful wording used here ! I can also clarify Martin Jenkins’ authoritative commentary in the DVD/ Video *Remember The Trackless - The Trolleybuses of Mexborough & Swinton and Rotherham*. In this superb and highly recommended production, Martin mentions that following the closure of joint

Mexborough & Swinton services "... all remaining six Rotherham single-deck trolleybuses were de-licensed." He goes on to say "... at least one was subsequently photographed at Kimberworth in 1962, probably specially re-licensed for another enthusiasts' tour". This would be either the DO&LRS tour in January or the NTG August event. Anybody with similar photographs wishing to identify the occasion might do so by looking for the DO&LRS headboard placed at the top of the nearside windscreen and a re-bodied double-deck trolleybus follows 6 into the turning circle. The NTG tour was preceded by double-deck service trolleybus no.29 at Kimberworth and 6 displays the large NTG headboard at the bottom of the nearside windscreen. Whilst it was sad to see several members of the single-deck trolleybus fleet in a semi-derelict condition at the rear of Rawmarsh Road Depot, our tour vehicle - no.6 - was in reasonable condition, so that we could assume that this might prove to be our potential preservation candidate should the plan fructify.

This was probably the final time that a single-deck trolleybus operated in England on its "home" system, although Welsh and Scottish examples remained in service. In fact, 6 had been withdrawn on 26 March 1961 upon closure of the services jointly operated with the Mexborough & Swinton company. The trolleybus was not sold for scrap for nearly a year, going to Autospares at Bingley in July 1963. Sadly the NTG's request to purchase no.6 was inadvertently overlooked by Rotherham Corporation Transport. However, similar vehicle no.84 (later renumbered to 2) remains preserved in Spain.



Rotherham 6 on tour again - this time hired by the NTG in August 1962. No.6 is seen in a deceptively rural setting, approaching Silverwood Colliery terminus.

Photo: "Black Rod"

No.6 had been the vehicle used in the previous DO&LRS tour in January and was obviously the only serviceable single-deck trolleybus available by this time. Hire of no.6 cost £6-10s.-0d., but our South Notts. coach from Nottingham added £11-15s.-0d. to the total amount. Support from the DO&LRS resulted in an adequate turnout, so that a small profit was recorded.

The next tour, although not strictly within the scope of a trolleybus magazine, will be mentioned in this context as it was to affect the NTG quite significantly during the future, so I trust that trolleybus-only fans will forgive me. The

tramway fraternity within the NTG organised a tour on the Blackpool tramway system on 19 August 1962. Double-deck Standard tram no.48 was hired. Whilst scheduled to turn at Cleveleys, our driver sportingly agreed to go further. On reaching the permanent way yard at Thornton Gate, our driver reversed over the normal crossover. We wished him to enter the actual permanent way yard, but he informed us that the rarely-used tracks were not "live". The Chairman, an electrician by trade and ever the optimist, said: "I can soon fix that". He managed to locate a switch situated on a nearby traction pole and turned on the power: 48 gingerly entered the entrance to the yard and stood for photographs. A subsequent 1963 tour copying our manoeuvre on Standard tram 160 came to grief and derailed at this location. Apparently, the General Manager, Mr J.C. Franklin, was none-too-pleased and, since it was subsequently found that the track was wide of gauge, it could so easily have been the NTG incurring his wrath ! Why mention the tram tour ? Despite the high cost of hiring a Blackpool tram (I believe that it was £25 - a considerable amount in 1962 !) plus the customary coach from Nottingham, the tour was well attended and a reasonable profit was again recorded. The itinerary records that "Proceeds (if any) will go towards the preservation and restoration of a Nottingham Tramcar". I do not remember if the profit was put into a separate "tram" fund or immediately utilised by paying back money (probably previously borrowed from the Librarian). However, during this period, our tramway members decided that they wished to break away from the NTG. May I stress that there was no malice or unpleasantness of any kind. The split was extremely amicable and stemmed from the ongoing NTG desire to create a working trolleybus museum. In many ways, the tram preservation scheme, although definitive policy, had been placed on a "back burner".

They felt that their efforts (and cash) would be swallowed up in trolleybus purchases and they could achieve more independently. Some of their leading members had no interest in trolleybuses at all and we had been lucky to enjoy their continued support at all. They continued to support the NTG in a limited sense in that they attended most of the local Nottingham/ Derby tours. Their continued endeavours were to have considerable impact on the NTG in the future as we shall see !

On 3 September 1962, a few NTG members made a private visit to Glasgow to witness the closure of the city's tram system. The last



In Scotland, single-deckers were still running in service. Glasgow TBS13 is seen at Mount Florida in September 1962

Photo: "Black Rod"

trolleybus service had only opened some four years previously, being the final UK tram-to-trolleybus conversion. However, in August 1962, just four weeks before the last tram, the possibility of a last trolleybus was being aired. TBS13 was purchased for this final conversion of service 108 (a cross-suburban service), and had been exhibited at the 1958 Commercial Vehicle Exhibition, mistakenly numbered TBS3 (maybe somebody was superstitious !). TBS13 ultimately became the last single-deck trolleybus in normal Glasgow service and was accepted for preservation by the Glasgow Museum of Transport.

During this period came the letter that changed everything. Unfortunately, I do not have a copy so cannot provide the exact date. I suspect that Steve Collins retains this portion of correspondence since according to my memory of the letter he refers to the contents quite closely. The letter came from Ben England, General Manager of NCT informing us that our offer of £60 had been accepted by the Transport Committee. Furthermore, since he was expecting a delivery of new buses, in effect, early removal of your trolleybus would be of assistance. Quite simply we had to find £60 very quickly. Fair dues to the Chairman - he immediately negotiated a loan with his house as collateral security. Perhaps unsurprisingly, the loan company would not accept a 1945 utility trolleybus as security for their money, preferring the usual bricks and mortar. The interest rate was extortionate: the cry of "it's only £1 a week each lads" went up yet again, but it meant that 466 would become the third UK trolleybus to be privately preserved (being preceded by Reading 113 and London Transport 260 in July 1962 - the latter a wonderful last-ditch affair, to the lasting credit of Tony Belton and Fred Ivey). At that time, I lived out in the country at a village named Gunthorpe, some 8 miles to the east of Nottingham and next to a farm. There was no alternative - I went to plead with our rustic neighbour to see if we could park 466 on his land. He agreed - provided that it was only "temporary". After all the months of letter writing and discussions, the urgency of the situation dictated that solutions were eventually found within a few days. You might now think, patient reader, that all our troubles were over. Alas, we now had to locate somebody to tow 466 out to its rural pastures. The Chairman and I used a public phone box to contact a local garage who we knew had a towing truck capable of handling larger vehicles. The resultant conversation was similar to a *Goon Show* script (*Monty Python* was some 10 years away !) and went something like:

Black Rod (BR): "Good morning - can you tow away a large vehicle for us - it's a trolleybus ?"

Proctors Garage (PR): Stunned silence - then - "Is this the first of April?"

BR: "No - we really want you to tow away a trolleybus."

PR: "We can't do that - don't you know that they are all owned by the Corporation ?"

BR: "No, we've bought one."

PR: "Oh - you mean for scrap ?"

BR: "No, we mean to keep it."

PR: "Are you sure that this isn't some sort of student prank ?"

In the end, the poor man was persuaded to contact the Chief Engineer at NCT who confirmed that it was a genuine request and that we were not absconding with Corporation property.

Eventually all obstacles were overcome and on Tuesday, 9 October 1962, we collected 466 from Parliament Street Depot. The Chairman had arranged to obtain a rather tasteful notice to fix beneath the rear platform window that simply said "Preserved by the Nottingham Trolleybus Group". We followed trolleybus route 44 along Colwick Road out of the city and clearly the "jungle telegraph" had been working. Every trolleybus that passed by sounded its hooter and we received cheery waves from the crew. Since I accompanied 466 on this journey, as you can imagine, it remains a special day in my memory.



9 October 1962 Nottingham 466, depicted drawing power for the last time from Nottingham's overhead wiring.

This was a red letter day for the NTG, for this was the collection of 466 for preservation - the third UK trolleybus to be privately preserved. The rear end damage that caused withdrawal can clearly be seen, as can the specially-printed paper notice proclaiming "Preserved by the Nottingham Trolleybus Group".

This scene is at Stanhope Street, outside Nottingham's Parliament Street Depot before departure to the village of Gunthorpe for storage

Photo: "Black Rod"

One slight puzzle remains: I have stated that I no longer retain correspondence regarding purchase of 466. The vehicle definitely moved to Gunthorpe on the date mentioned above. However, according to David Bowler's *Nottingham Trolleybuses* book, the Transport Committee did not agree to allow 466 to be sold for £60-0s.-0d. until their meeting on 22 October 1962, several days after the trolleybus was at Gunthorpe. Knowing David's assiduous study of Transport Committee Meeting Minutes, I would have no doubt as to the accuracy of the published date. So did Ben England have prior knowledge of their decision that was merely ratified at the meeting? It would be interesting to see the date of that letter, Steve! Maybe you should consider writing a short follow-up to this follow-up of your original article!

Things seemed about to improve generally. The Chairman had a friend who lived on the main Nottingham Road at Giltbrook. This was 4-5 miles out of Nottingham and actually on the erstwhile Notts. & Derbys. A1 trolleybus route to Ripley. The property had a large garden with an unused drive at one end, next to a secure, but rather run-down, little shop - the size of a normal

domestic car garage. The Chairman thought that if we could park 466 in the drive, then the shop could be re-opened as a toy/ model and transport book shop: he would leave his current job and run the shop with his wife, hopefully providing them with a living wage and the NTG with an income.



Nottingham 466 being towed for initial storage at Gunthorpe. The trolleybus and tow truck have been halted by the Colwick Road level crossing at the southern terminus of service 44. As 466 progressed out of the city, every trolleybus passing in the opposite direction on service 44 hooted in acknowledgement of 466's departure !

Photo: "Black Rod"

Nottingham 466 in an unusual pose, alongside the drive to our house, whilst being towed down the parallel farm track to Holly Farm.

It was moved to Giltbrook, between Nottingham and Ripley, but was forced to return to Gunthorpe due to an extremely unsympathetic policeman. 466 was therefore towed down this drive again and then reversed into the bottom of our garden at *The Elms*, where it remained for 18 months

Photo: "Black Rod"



Within days of these events, NCT also announced the first of its trolleybus service conversions: service 45 (Wollaton Park via Derby Road to Trent Bridge via London Road) was to be converted to motorbus operation on 3 November 1962. Since the change was only announced days before the actual conversion date, any "farewell tour" had to be organised with some speed ! NCT kindly allowed us to tour the route on the day following closure. There was time for a press notice regarding the tour, and the combination of coverage surrounding 466's removal to Gunthorpe, plus the extra interest generated by the first conversion, meant that this was a highly successful tour. Using Karrier W/ Roe UH30/26R no.464 at a reduced cost of £2-11s.-2d., with no extra coach hire, meant that a good profit was generated. It also introduced new members to the NTG: Brian Hickling, Neil Lewin and, later, Harvey

Bradley became NTG stalwarts. Although all were young men and consequently did not earn much money, these gentlemen certainly contributed their £1 per week for the upkeep and purchase of vehicles. Neil also took superb colour slides of the Nottingham trolleybus system, several of which grace *Nottingham Trolleybuses*.

Although our “home” system had started its decline, the NTG had obtained 466, attracted new members, and now had a potential long-term revenue stream at the Giltbrook site. What could possibly go wrong ?

To be continued

VEHICLES REPORTS

(Compiled from notes supplied by Bruce Lake, Brian Maguire, and Francis Whitehead and with acknowledgements to the London 1348 web site managed by Barry Coward)

Huddersfield 631 had been selected some time ago to be the decorated Diamond Jubilee trolleybus and the spectacular result is well-illustrated on this issue’s front cover. The livery of red, white and blue matches that used by Huddersfield for past celebrations, notably the 1953 Coronation. The painting and decorations were based on photographs from that occasion and the work was led by Francis Whitehead. Next year will see a complete refurbishment and repaint of 631, for which the BTS was already making plans.

London 1348 had its overhauled traction motor refitted in early April and a short test run followed. This revealed a number of faults in the HT circuits which were dealt with during the month and the necessary tests were passed. More electrical work was identified but could be deferred until after 1348’s scheduled visit to Carlton Colville for their London events. Meanwhile, huge efforts continued on restoring the bodywork to a satisfactory condition. An untold number of jobs, large and small, have been worked on for many months now and successfully brought 1348 to an adequate state for operation.



3 May 2012, and 1348 prepares to leave Sandtoft

Photo: John Crossley

On 3 May, 1348 left Sandtoft for the East Anglia Transport Museum and arrived there safely at 6:30 pm. It spent the May Bank Holiday weekend operating there, then, on Tuesday 8 May - exactly 50 years since the last day of trolleybuses in London - 1348 ran with the seven other London trolleybuses in a special day of

activities organised by the London Trolleybus Preservation Society. It performed very well throughout, and many visitors to EATM were astounded that not only was it operational, it looked pretty good too. Passengers were confined to the lower deck, as the upper saloon is still far from ready.

A year ago, this had been identified as a very ambitious goal, but with everything coming together just in time for the events, all the work proved worthwhile ! Much credit is due to the team led by Brian Maguire, who have worked such long hours to get 1348 to this state, and the transformation in the couple of weeks beforehand was nothing short of amazing. The great majority of the work on the project has been undertaken by Brian and John Crossley. A further 12 people have also contributed so far, among them John Markham (from Crich Tramway Village), Bruce Lake, Len Smith and Ian Metcalfe. Thanks are also due to Barry Coward for driving the fundraising and for his behind-the-scenes project planning and publicity, all of which have helped to turn this ambitious vision into a reality.

Anglia TV filmed a piece on the 50th anniversary of London's closure for their *Anglia Tonight* news programme and in addition to London 1348 featuring prominently, the film editors incorporated some excellent footage of trolleybuses in service in Ipswich. (For a link to this news clip, go to the members' page of our website: www.sandtoft.org/members).

1348 returned to Sandtoft on 1 June for further work, ready for our own launch at the London weekend over the August Bank Holiday, when a visiting London trolleybus and other contemporary London buses are expected. We anticipate all the external painting and signwriting will be completed by then, together with the re-upholstery of the lower saloon seats. Completion of work on the upper deck may well take rather longer. To keep the momentum of restoration underway, more funds are still needed and, if you have been impressed with the results so far, please consider making a donation - via the web link at <http://1348.eavb.co.uk/> where you can also read the latest restoration news and see more photographs.

As we go to press, the last few outstanding pieces of repanelling are underway and John is removing the brake cylinders and overhauling them, whilst Brian is refitting the destination blinds onto rollers, having removed the temporary "pipe" fixings used for the Carlton Colville events.

London 1812 was also a key player in the commemorations at Carlton Colville, and features along with 1348 in many of the photographs and videos of the events.

Bradford 834 is now a Museum-owned vehicle following donation by its owners. This was accompanied by a "dowry" to look after it for the future - an arrangement that the Museum is strongly encouraging in order to moderate the future financial impact when vehicles are donated.



1348 travelling round the circuit at Carlton Colville

Photo: John Crossley

Nottingham 367 has had restored polished woodwork temporarily fitted to the lower saloon, and a new back end is in place, almost completed. There is more about 367's restoration below.

Teesside 291's walkway has been rebuilt and the platform handrail repaired.

Trolleybuses on loan: Newcastle 501 arrived back from Carlton Colville on Easter Monday, but was not with us for long as it was wanted back at Beamish, where we expect it to stay for at least the rest of the year. When London 1348 left for Carlton Colville, Maidstone 52 came to us in exchange and, as reported elsewhere in this edition of *Sandtoft Scene*, has already been running in service at Sandtoft: we now have the opportunity to run all three preserved Maidstone trolleybuses together for the first time since 1967. Ashton 87 went back to Carlton Colville when 1348 returned to us in June. Finally in this sequence, Maidstone 52 will be exchanged for London 1812 (currently still at Carlton), probably between 'Gathering and our London event. By then Bradford 844 will have gone back to Keighley in time for display at one of their special events in early July.

The Motorbuses: Four are now "on the road" and available for use - Doncaster 22 and 55, East London RN100 and Sheffield 1357. This is the highest number available at one time for some while !

Bradford 558 is currently having the seat frames repaired.

The Wire Trailer successfully assisted the Black Country Living Museum to replace their trolleybus wiring and its return "home" is currently awaited. The overhead at Dudley was tested and passed for service in early April. Driver training has now been completed and the trolleybuses are back in service.

Nottingham 367 Restoration Progress

Steve Collins

Another winter has passed, and the new season at Sandtoft is underway, but while lesser men have been huddled over their gas fires and central heating radiators, the indomitable Mr. Whipham has been putting us all to shame by re-constructing the interior of 367's lower deck. The end of last year saw him working on the inside of the front bulkhead, and when he removed the wooden mouldings and the damaged plywood panel, he found a large number of bus tickets, which had been stuffed behind the panel during the years 1946 - 1948. These are the first tickets ever to have been found on 367, and the time period they cover is very interesting and opportune, because they show the last days of the punch ticket, the brief reign of the TIM type, and the arrival of the first Ultimates, which became the standard for the next 30-odd years. From the TIMs we now have actual dates when we know exactly what routes 367 was operating on.

Having replaced the damaged panel, John cleaned up the mouldings, then re-varnished and refitted them before turning his attention to the ceiling. Last year, all the plywood ceiling and curved panels had been removed, and so, aided and abetted by Mr. Maguire, new ceiling panels were cut and fitted, and new curved panels cut and shaped. This particular exercise entailed a lot of care, because not only had the right amount of force to be used to obtain the

correct curvature, but holes for the light fittings and ventilators had to be cut in exactly the right places to ensure the correct layout. This done, the original curved wooden blocks, upon which the light fittings had been mounted, were cleaned up and re-fitted. Mr Maguire was again mobilised to paint the new panels, after which John cleaned up any original mouldings which were good enough to re-use, then had new ones made by Empsons, the local joinery firm, who have skills and equipment we can only dream about. All the mouldings were varnished and reinstated, the end result looking superb.

The next area to receive attention was the platform, staircase, and rear bulkhead. The staircase had largely collapsed while the vehicle was still at Leverton's all those years ago, and access to the upper deck entailed climbing over a large pile of seat backs obtained when Nottingham City Transport had cleared their stores of obsolete items, also many years ago. Apart from odd ones used by David Needham to provide green material to repair 506's seats, the seat backs performed sterling service on 367's platform until swept away by the Whipham Wind. Also swept away were the shattered remains of the staircase, and the platform, which was found to be more rotten and decrepit than first thought. All the framework under the platform had to be renewed, so the opportunity was taken to clean and repaint the exposed chassis members before constructing what is, in effect, a new platform.

Part of the bulkhead was then dismantled to make access to the staircase easier, and the top three steps, which were still solid enough to carry human weight, were taken apart, and re-assembled using the original parts where possible. New sides were constructed, and new steps made to replace all the missing ones. Part of the back end, which was in very bad condition, had to be removed to facilitate this. The bulkhead was also reassembled, and repaired where necessary, opportunity being taken to straighten out the used ticket box, which had been damaged years before, also at Leverton's.

Moving on from the platform, new steel sheets were cut to size and fitted to re-create the rear wheel arch panels, which were rotten, and had been removed when the main body sides had been rebuilt. This was a very useful piece of work, as the short body pillars above the wheels on both sides were literally only hanging from the between-decks floor, and not giving any support at all. This action has made the whole vehicle much more solid, and allowed the removal of the last of the acro-props which have been giving moral support for the past six years.

So, apart from a few little fiddly things like re-furbishing the side destination box, and getting it working again for the first time in over 60 years, fitting new stress panels to the offside, fitting some new windows, repairing and renovating the differential covers, cleaning up some of the light fittings obtained from the wreckage of Nottingham Ransomes no.346 (which are of the same pattern as those originally fitted in 367) and cleaning up some of the seat mounting legs, which came out of Walsall 864 (and are also a match for 367), that's about it. What John will be up to next week is anyone's guess !

WELLINGTON 82

from Francis Whitehead, Financial and Development Director

We are very pleased to announce that a member has come forward to underwrite the repatriation costs of Wellington 82, a 1963-built 42-seat MCCW-bodied BUT RETB1 single-deck trolleybus with English Electric equipment (including an EE410 traction motor), that has been on offer to the Museum from the Omnibus Society of New Zealand for some while now. Fitted with trolley retrievers and always one-man-operated, at 33'6" long (one foot shorter than Glasgow's Burlingham-bodied RETB1 examples), no.82 was the first of a batch of 19 (nos.82-100) that were shipped complete to New Zealand; the Leyland-designed chassis were assembled at the Scammell works at Watford and no.82 was test run at Walsall on 25 November 1963. It was withdrawn in 1986 and has operated since at the late Ian Little's famous on-road trolleybus museum line at Foxton.



This new funding will supplement a substantial offer that was pledged by another member when the project was suggested as a possibility in the January 2010 edition of *Sandtoft Scene*. No.82 is complete but, as can be seen from the accompanying photograph, taken for us earlier this year, is in need of a thorough "tidy-up". The

roof has recently been prepared and painted with primer, and as can be seen, the trolley gear removed in preparation for the voyage (hopefully in the next 3 months, or so). The intention is to contract the restoration work out immediately the trolleybus gets to the UK, and before it is taken to Sandtoft where it will be our first "British" single-deck trolleybus to operate ! To make this exciting plan come to fruition, further contributions are needed, so your donations to no.82 would be gratefully received - we have opened a dedicated, ring-fenced "Wellington 82 Fund" bank account. Please send your contributions to Francis Whitehead at the Museum address, or donate via our website, www.sandtoft.org

DEAR 'SCENE

Dear 'Scene

This is just to say that the group from Healing village had a marvellous afternoon on our recent visit to the Museum. We met so many lovely people who could not do enough to make sure we enjoyed ourselves - and we certainly did ! Please convey our thanks and we will pass the word on that it is a most interesting museum to visit.

Elizabeth Appleby (Healing, North Lincolnshire)

Commemoration of London's Last Trolleybus

At the special London events at East Anglia Transport Museum on 5-8 May, only one non-London trolleybus was in operation. Newcastle 628 (very much a look-alike to the London Q1s) is about to be overtaken by London 1812, the Q1 normally resident at Sandtoft

Photo: Doug Barrow



Whilst 1348, was laying over during a lunch break, London Transport Museum's A1-class "Diddler", no.1, passes on a service run on Sunday, 6 May

Photo: Doug Barrow

1812 taking a turn in service and well-loaded with passengers

Photo: Doug Barrow



Fifty Years On 1962 – 2012



Above: A London miscellany on 6 May at Carlton Colville: EATM's tramcar no.1858, London Transport Museum's tower wagon 89Q and the BTS's 1812 with more trolleybuses in the background

Photo: Doug Barrow



Left: Fulwell Depot open day on 12 May was a resounding success with estimates of well over 12,000 people (mostly families) attending. London trolleybuses 1, 1521 and 1768 had arrived the day before from Carlton Colville, along with AEC tower wagon 89Q. Business Secretary and local MP, Vince Cable, and BBC newscaster, Nicholas Owen - a trolleybus and transport enthusiast - were there to officiate and Francis Whitehead, there for TM@S with the impressive publicity banner, is seen with Nicholas Owen talking about our Museum. It was notable that so many children who visited knew all about trolleybuses, thanks to a lesson plan and DVDs sent out to local schools in the preceding weeks, and an art competition involving the schools

Photos: © Pete Ohagan

The *London 50* commemorations in East Anglia and at Fulwell Depot have been extensively recorded. To see a variety of video clips and slideshows, explore the links in *Trolleybuses on the Web* at www.sandtoft.org/members.

DEAR 'SCENE

Dear 'Scene

When on holiday in Scotland last year I visited the Transport Preservation Trust premises in Beith, Ayrshire and found Glasgow trolleybus TBS21 there. I thought this photograph might be of interest to *Sandtoft Scene* readers. TBS21 should not be confused with TBS13, which is restored and kept at Bridgeton Bus Museum, having previously been exhibited at the now closed Glasgow Museum of Transport at Kelvin Hall.

Jim Sambrooks (Doncaster)



TBS21 at Beith

*Photo: Jim Sambrooks
(Did the front-end damage happen during careless towing by a scrap dealer? –Ed.)*

Jumping back in time over a quarter of a century, the following pictures show TBS21 at Sandtoft coming and going on grey days in 1985 and 1986.

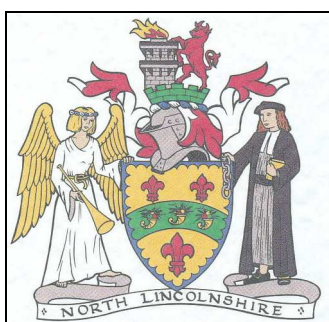


*Left: TBS 21 arriving at Sandtoft and
Right: departing again*

Photos: Jim Sambrooks



Our President, Stanley King, received the following from the Mayor of North Lincolnshire:



Dear Mr King

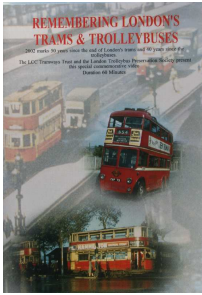
I am writing to thank you for the fantastic afternoon the mayoress and I had when we visited the Trolleybus Museum on 5 May. We were looked after very well and thoroughly enjoyed looking round the museum and also the tour of the Isle of Axholme. It was great to see so many vehicles of a bygone age so lovingly restored and put on show for the public to see. Once again many thanks and best wishes to you for the future of the Trolleybus Museum.

Yours sincerely

Cllr Keith Vickers, Mayor of North Lincolnshire Council

Stanley King adds: "A Lincolnshire theme prevailed with the very welcome outing performed by Cleethorpes 54 in honour of the visit of the Mayor and Mayoress of Sandtoft's own local authority. The visit produced smiles on many faces, not least from Andrew Fieldsend and Nora, who were visibly delighted to see their splendid pre-war vehicle in action once again. We all look forward to its eventual completion".

REVIEWS



DVD

Remembering London's Trams & Trolleybuses

Published by Online Video

Available in the **Trolleyshop** - Price: **£15.00**

and online at www.sandtoft.org/shop/dvdview.php?id=d0028

price (including postage): **£16.50**

2012 marks two anniversaries in London's road transport history: 60 years since the closure of the tramway system (5 July 1952), and 50 years since the closure of the trolleybus system (9 May 1962). This 60-minute programme was originally produced in 2002 and more recently it has been available in DVD format.

Much of the material featured is, of necessity, in black-and-white, but there is a fair amount of colour material too, which includes some post-withdrawal scenes that an American visitor filmed of trams at the Penhall Road scrapyards in Charlton. The commentary is informative without being intrusive. It covers the development of the tramway system and includes film of London United "Feltham" trams departing from Fulwell Depot. Then come the same operator's "Diddler" trolleybuses on special runs in the early days of trolleybus operation, with scenes of trolleybuses passing trams. This leads the viewer into the history of both the tram and the trolleybuses systems, showing the latter's pre-war development with the contraction of much of the tramway system under London Transport's operation. The commentator's sentence "Between 1935 and 1940 hundreds of similar-looking 70-seater trolleybuses swept away the trams in West, North and East London" is a good description of how the change was managed.

In many places, trams and trolleybuses shared the same streets and sometimes the positive wire, and a well-chosen selection of views recounts the operations during pre-war and post-war times. These include trams having their conduit-system ploughs removed or fitted, in locations where the electrical supply changed from overhead wiring to conduit (or vice-versa). Hilly route operations are mentioned, too: trams on the 1-in-11 four-track gradient of Dog Kennel Hill in North London and trolleybuses on the 1-in-9 Anerley Hill in South London. Sequences featuring trams in the Kingsway Subway, along the Embankment and crossing Westminster Bridge, and trolleybuses at work in various other locations, brought back many memories for me. Mishaps such as stalled trams needing assistance and trolleybus tyres being changed are featured too, as are some depot scenes including one of a trolleybus being turned on the turntable and one being moved sideways on a traverser.

The run-down of the tramways and then the trolleybus system are covered, and it was interesting to see a newspaper cutting reporting that a "Mr. Davis of East Dulwich had hired a tram for a tram sentimental journey" in connection with Stage 5 of the tramway system closure. Examples of the trams and trolleybuses which were subsequently sold to other systems are seen in action there, and some of today's survivors are seen in operation at Sandtoft and Carlton Colville. The programme closes with a brief glimpse of the modern-day Croydon Tramlink system in operation.

An interesting programme which will bring back memories for those who recall either (or both) London's trams and trolleybuses in action, and equally informative for those who did not see these operations, this DVD is heartily recommended. *Doug Barrow*

MUGS FROM LONDON



A diagrammatic map, in the style of London Transport's bus maps of the period, depicting the trolleybus routes remaining in London prior to final abandonment

and the ceremonial and final journeys made on 8 May 1962, all designed by David Bradley, was incorporated on a mug, specially produced in conjunction with London Transport Museum for the open day at Fulwell Depot on 12 May 2012. We have a small supply of these quality mugs for sale in the *Trolleyshop*, priced at £6.99. In view of the fact that they can break, we do not recommend buying these by post !

RUNNING DAYS IN 2012

(NOTE: there will now be a FREE bus service operating on Sunday 26 August)

Sandtoft Gathering 2012	Saturday 🚍 & Sunday Free Bus 14 & 15 July
Weekend Trolleydays	Saturday 🚍 & Sunday 28 & 29 July
World Wide weekend	Saturday 🚍 & Sunday Free Bus 11 & 12 August
Late Summer Bank Holiday Weekend: London Weekend with visiting London trolleybus & motorbuses !	Saturday 🚍 Sunday Free Bus & Monday Free Bus 25 - 27 August
Blues & Twos Weekend	Saturday 🚍 & Sunday Free Bus 15 & 16 September
Weekend Trolleydays	Saturday 🚍 & Sunday Free Bus 29 & 30 September
St. Leger Historic Vehicle Rally	Sunday Free Bus 14 October
Twilight Trolleyday	Sunday 18 November
Santa Weekend	Saturday 🚍 & Sunday 8 & 9 December

🚍 denotes Isle Coaches service 291 11.00am departure from Doncaster Interchange Bay C5, 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, Bay C6 direct to The Trolleybus Museum and back again (journey time approx. 45 minutes). ***NOTE: Departure times from Doncaster vary and are as follows:***

Except where detailed below, 12.00 noon (bus back to Doncaster 4.00 pm)

'**Gathering:** Every 30 minutes, 10.00 am to 3.00 pm (last bus back to Doncaster 6.00 pm)

▶ **London Event SUNDAY (26 August) ◀: 11.20 am** (bus back to Doncaster **5.00 pm**)

▶ **London Event MONDAY (27 August) ◀: 12.00 noon** (bus back to Doncaster 4.00 pm). (& an extra journey each way *MAY* be arranged - see www.sandtoft.org for latest information)

St. Leger (14 October): 11.30 am & 12.00 noon (buses back to Doncaster 4.00 & 5.00 pm)