

Sandtoft Scene

July 2013
No. 90



**News and Views from
The Trolleybus Museum at Sandtoft**



Sandtoft Transport Centre Limited
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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	Steven J. Harrison	steveharrison@sandtoft.org
Financial Director (& Development) Director	Francis R. Whitehead	fwhitehead@sandtoft.org
	Nicholas G. Broxholme	nickbroxholme@sandtoft.org
Facilities Director	Anthony G. Ferris	tonyferris@sandtoft.org
Director (& Retail Services)	Christopher N. Proctor	sales@sandtoft.org
Operations Director	Ian H. Wilson	ianwilson@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: Doncaster 22 in Epworth on a special tour of the Isle of Axholme arranged on 2 June to celebrate 22's sixtieth birthday

Photo: Jim Sambrooks

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

When I took over as editor early last year, one thing I did not anticipate was how generous our members would be with both the quantity and quality of material contributed. I had rather feared a shortage of copy and an ongoing need to plead with folks to send in news and articles in order to keep the quarterly issues coming. In fact the opposite has been the case: not only did I benefit from a healthy reserve of unpublished articles from my predecessor David Needham, but whilst doing the job I have been constantly impressed by the steady flow of contributions coming my way. How long can this last, I often wonder ? One reader wryly commented that so much gets written about the Museum when sometimes not much actually seems to be going on ! I wouldn't agree, of course, especially after reading the items in this issue about the Skegness building and the Box Van.

The past five editions have all been 36 pages, but, despite that, a sizable amount of good stuff always has to be held over until the next one or beyond. I am grateful for the patience of everyone who has written an article or submitted photographs, only to be waiting ages to see them appear in print. Particularly patient is "Black Rod" whose long-running series will take four more years to complete at the present rate ! From my perspective all I can say is that this is a very good problem for an editor to have - long may it continue and Thank You, everyone, for your support !

In the next few issues of 'Scene we will be focusing on our volunteers and their contribution to the overall success of the Museum. None of what we do can happen without volunteer effort and, as we move forward and grow, so must our volunteer base. We will be reflecting on the contributions of the many teams who make the Sandtoft visitor experience such a positive and varied one, starting in the September edition with our "Trolley Dollies" and everything they do for *The Tea Trolley Café*.

Please note: News deadline for the next Sandtoft Scene is 3 September 2013

NEW MEMBERS

We would like to extend a warm welcome to the following new members, who have joined during 2013:

Miss Bex Allen (Rugby)	Mr. John Hampton (Edinburgh)
Mr. Rob Bisby (Rotherham)	Mrs. Maureen Rogers (Boston)
Mr. P A Blair (Upham, Southampton)	Mr. R K Spencer (Birmingham)
Mrs. L J Butterfill (Laughton)	Mr. Richard Stansfield (Doncaster)
Mr. Jack Butterfill (Laughton)	Mrs. Amanda Stansfield (Doncaster)
Miss Leah Butterfill (Laughton)	Mr. William Taylor (Retford)
Mr. J S Frisby (Leeds)	

RECENT RUNNING DAYS

Easter weekend 30 March - 1 April

Stewart David

The first weekend of this year's operating season brought bitterly cold (albeit dry) weather for the three running days. An impressive number braved the cold to pay us a visit. In service were Glasgow TB78, Reading 113 and 181, Marseille 202 and Huddersfield 619. All passed their earth leakage tests with no problems, which is unusual after so many months "off road". Around a hundred service trips were completed over the extended operating weekend, with no dewirements and over 650 passenger journeys were made.



Marseille 202, back in service for the Easter weekend with a brand new windscreen

Photo: Bruce Lake

Over the Easter weekend we introduced into our traffic operations the new post of Duty Inspector, to support the Duty Traffic Manager. The main responsibilities of this new position are to ensure adherence to all our safety and insurance commitments, to record all the required vehicle and staff data, and generally to "keep things moving". The Duty Inspector role will be undertaken by Mike Johnson and David Croft, with Chris O'Hea as reserve to cover absence.

Trolleydays 13 - 14 April

Mike Johnson

Saturday got off to a gentle start, seeing Reading 181, Manchester 1344 and London 1812 successfully leak-tested by Tony and Stewart. The café was full of goodies and was being made ready for visitors by Cherryll, Gill, Linda and Judy. The sun was shining as Walsall 872 was "tractored out", leaving everyone optimistic about visitor numbers. Meanwhile the prefab, Pelham and *Regal* were opened, with the video *Q1s in Spain* ready for showing.

However, it fairly quickly proved not to be 1344's day, with one dewirement early on in front of *The Tea Trolley* café and a second - more serious - dewirement in the same place towards the end of the afternoon. This time a spacer bar was damaged and 1344 lost its positive trolley-head, which fell to the ground. Again, both booms went skywards and intricate patience was required to retrieve them. Following this incident the remaining services were completed with trolleybuses operating on the inner circuit only, to avoid the entrance to the loading bay, where a fault with the frog was suspected.

Sunday's operations were trouble-free and a surprise appearance was a specially-decorated birthday cake for Geoff Warnes of the *Sunbeam Bicycle Shop*. Happy Birthday, Geoff !



Above: Cherryll's cake-creation skills proved once again with a 78th birthday tribute to Geoff Warnes in the shape of Doncaster 375

Right: Spring Bank Holiday weekend activities in *The Tea Trolley Café* get underway as Judy Martindale begins the task of buttering the day's supply of white baps. Only 200 left to go!

Photos: Mike Johnson



Spring Bank Holiday Weekend 25 - 27 May Mike Johnson & David Croft

An extremely sunny, busy and successful three days were enjoyed by visitors and volunteers alike. Plenty of staff were on hand to prepare the buildings and vehicles for service, and the first trolleybus departed soon after 11.00am. All the trolleybuses on duty shared equally in the services provided and none of Reading 113, Glasgow TB78, Bradford 746, Huddersfield 619, Maidstone 72 and Manchester 1344 suffered any problems. It was pleasing to see 746 and 1344 working again - thanks, Chas and Ian, for all your work on repairs.



Geoff Sandford and Tony Ferris take a short pause between the morning's earth-leakage tests



Bradford 746, Manchester 1344 and South Shields 204 line up after being passed for service

Photos: Mike Johnson

A steady flow of visitors toured the Museum, including some knowledgeable ones who engaged our enthusiastic staff, who always ensure that time is spent talking to our visitors. Geoff Sandford refreshed his conducting skills and Rob Whitehead was passed out as a conductor by Chris Proctor. Well done, Rob !

Five depot tours were led by Geoff Sandford, whilst Bruce, Ian and Andy, were kept busy on six Isle tours, with an extra tour on Sunday. This extra tour was offered to those passengers on the 1.00pm tour who had to sit downstairs (due to a full load) so that they could enjoy a better view second time - what a considerate gesture ! Janet Metcalfe assisted on a number of stalls with Geoff Warnes and Roy Fawcett. On the engineering front, Graham and Bruce tackled many electrical checks, with Edmonton 189 still proving a major challenge. Jen Maguire, with family help, kindly cleaned a number of vehicles. More vehicle cleaning is something that is required at the Museum, so vehicle owners and groups are being encouraged to do more than just sweeping-out before service.

Continuing his focus on safely-run operations, Stewart David reminded all staff of three important safety rules: first, that only the conductor on the vehicle is allowed to pull the frogs for the driver; secondly, that all drivers must wait until given clearance by their conductor before proceeding; and thirdly, that there is a speed limit over crossings and frogs. Stewart added: "This weekend's service operations were the busiest so far this year with well over 1,000 passenger journeys made on the service trolleybuses, no dewirements or vehicle failures - so we must be improving !"

With recruitment of future volunteers in mind, a team consisting of Barry Coward, James Race and Jonathan Whitlam were busy making a recording of various staff and activities, including a cab ride in 746. Traffic, engineering, café, grounds and buildings were all at their best for the weekend. The Monday event was particularly well-attended and the Doncaster bus service well-patronised. Well done, all volunteers who worked so hard, and thanks to our supportive public.

MUSEUM EXPANSION UPDATE

Our joint initiative with the BTS to purchase 2½ acres of additional land and develop it is moving steadily forward, and terms have now been agreed with the current landowner. A draft contract has been received and the legal process is continuing in a positive direction.

The response to the Development Appeal, launched in the April 'Scene, has been encouraging, with many members opting to make regular, monthly, donations via standing order. We have also had many single payments, often accompanying membership renewals, and, of course, we have had quite a few very generous pledges. We are most grateful to all who have responded so far - THANK YOU !

Clearly, with such ambitious plans for the development of our Museum, we have a long way to go, so encourage further support from those who have not yet returned their pledge forms. We very much appreciate that money is tight for everyone at present, so regular affordable payments using a standing order is, perhaps, a practical way to contribute to our appeal. Alternatively, a pledge, or promise, to us of a sum that you know you can give at a date in the future enables us to plan our other fundraising, particularly where we can attract match-funding.

DIRECTOR'S SPOT

.... from Graham Bilbé, Chairman:

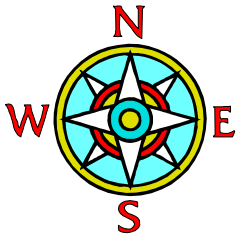
As our editor has already said on page 3, nothing is possible at the Museum without the support of our volunteers. The article entitled *A Good Day Out* in 'Scene no.89, written by a trio of first-time visitors, brought home very clearly how much impact the Museum's volunteers made to the enjoyment of their visit, and how the welcoming nature of our staff creates such a positive impression.

I can assure you that the Board never takes this for granted. We see willingness to get things done all around, and always appreciate the great teamwork and cooperation that happens when there are difficulties to overcome - for instance on the odd occasion when we find ourselves short-staffed on an open day, or the brilliant multi-team effort that makes the 'Gathering such a great event. Incidentally, special efforts have been made to invite more visiting vehicles, so the "rally" side should be much better this year.

In my AGM address last year I gave credit to the trolleybus and motorbus crews, the ladies of *The Tea Trolley Café*, the guides on the Isle Tours and the teams manning reception and the *Trolleyshop*, including its online sales. I mentioned the *Sunbeam Bicycle Shop* and those who make the Trolleybus Driving Experience so successful. Behind the scenes, essential tasks are diligently carried out by our membership secretary, website manager, archivist and those involved with publicity work. The "Parks and Gardens" team is continuously tidying-up and improving both our public and private areas: the grass gets a regular mowing and there is even someone at the Museum early every Tuesday morning to let the dustbin men in ! I also talked about restoration and engineering work, thanking those who soldier-on for years on projects to rebuild and renovate trolleybuses, restoring badly-neglected specimens to a very presentable condition for return to operation. Maintaining, repairing and testing those vehicles in regular service is a time-consuming and important responsibility, as is the care of the overhead line. Yet another vital function is the fundraising our volunteers do, ranging from teddy bear raffles to organising the appeals for vehicle restoration and museum development projects. All of YOU play an essential part in making Sandtoft what it is, and your efforts are greatly valued, not just by the Board, but - even more importantly – by our visitors !

It is impossible to do justice here to all of our contributors, and, if I have left anyone out, I apologise. New volunteers are always welcome and the recent initiatives to organise a road mending gang and a vehicle cleaning team are much appreciated. Often we are asked how many people it takes to run the Museum, and although that is a difficult question to answer accurately, the answer must be "more than fifty". Visitors are even more astounded to learn that we are **100%** volunteers - something we should **all** be enormously proud of. I am also pleased that our editor has given me this opportunity to say a very big and heartfelt "**Thank You**" to each and every one of you.

Graham Bilbé



THE ROUTE TO SANDTOFT

BLACK ROD KNOCKS ON THE DOORS - OF SANDTOFT !

PART 7: Plumtree

“Black Rod”

All photos by the Author

This series of articles has been prompted in response to an earlier series written by Steve Collins on the early days of trolleybus preservation. Steve’s narrative really commences in 1965 when he became acquainted with characters from the Nottingham Trolleybus Group (NTG). His story does include some details before this date, but the purpose of this treatise is to “fill in some of the blanks” before that date and give a flavour of those early days. The National Trolleybus Association (NTA) had been set up as an “umbrella” organisation of several societies and groups. Individual organisations were able to retain their identities but the NTA would oversee vehicle preservation policy to ensure that different societies did not unknowingly bid for the same type of vehicle with consequent duplication and waste of their scarce resources. A national operational site would be located and the cost shared between all members, and the cost of a towing wagon would also be shared. The RTS had already preserved Reading 113, London Transport 260 had been rescued by Tony Belton and Fred Ivey, both these vehicles being stored in Reading. The NTG had Nottingham 466, which had been secured by taking out a crippling loan that the membership was struggling to pay back. Payment was made by The Chairman, now also Chairman of the NTA, exhorting everybody to pay “£1 per week, lads !” 466 was parked in the back garden of my parents’ house and was secure and rent free, even if not popular with some members of my family ! These groups also had ambitious plans to preserve more trolleybuses.



Huddersfield 590 turning on the reverser at Longwood, where the turntable origins are obvious from this angle. This was on 31 March 1963 during a tour organised by the “Glasgow 1297 Fund”. As a Park Royal-bodied Sunbeam MS2, it might have been a preservation candidate, but because 590’s distinctive three-section front upper-deck windows had been replaced with a standard layout, that privilege ultimately went to 541 instead

The NTG had been organising trolleybus tours to raise money. Whilst earlier visits had proved financially disastrous, later excursions had usually made a modest profit. With the prospect of supporting tours organised by other NTA societies, our own tour schedule had been scaled back. The tour on our "home" system at Nottingham did take place as planned on 26 May 1963. The tour vehicle was 493 and the day was memorable. Our normal driver was Albert Parish - a true



Nottingham 493 operating the NTG tour on 26 May 1963, two weeks after a complete overhaul and repaint. It is using battery power on the short portion of Nottingham Road between Vernon Road and Valley Road. This section was the first to have overhead removed on a Nottingham public thoroughfare, being cut down in an "economy drive" when service 36 was shortened on 16 March 1952. Despite public protests, this link was never restored. Amazingly, two traction poles remained on this section in May 2011

trolleybus supporter and ultimately (and reluctantly) the driver of Nottingham's last trolleybus. Driver Parish "drove by the book" and could really give a "magic carpet" ride. He was on other duties on this day and his place was taken by Driver Roy Towsey. Roy was also an excellent driver but was younger and more "adventurous". On the journey back from the Carlton terminus, 493 came down Carlton Road like a thunderclap ! I would not estimate the speed attained but there were some very surprised expressions on the faces of motorists catching a fleeting glimpse of 493's platform as it overtook. I do not know if Andy Thornton (493's present owner) would have been delighted or horrified ! Happily, this tour was also profitable.

The initial NTA meeting at Derby on 10 March 1963 had agreed that meetings should be held every three months. The next was now scheduled for 9 June 1963 in Wolverhampton. This proved to be a highly significant date in that town. Although one service had already closed, the actual abandonment programme began on that date with trolleybuses on services 4 (Penn Fields) and 11 (Penn) operating for the last time. I do not recall if the meeting was called on this date so that members could attend the "funerals" but I rather think it was coincidence. The meeting was cordial but there was a move to change the concept of the NTA from its "umbrella" status into one fully integrated society. However, I also seem to remember a comparatively short

meeting with no definitive decisions taken. Most minds were probably centred on the activities in Penn Road. However, circumstances were about to change dramatically in more ways than one !



Wolverhampton 624, nearest the camera, in an impressive line-up at Park Lane Depot on 9 June 1963. It might appear that these vehicles are lined-up ready for service, but actually they are among the trolleybuses withdrawn when services 4 and 11 were converted on that day

A few days following this meeting, I received a letter informing me that I had been successful in my application for a new job. This entailed travelling away from home extensively, including some weekends. Before the days of mobile phones and laptop computers, it was normal to communicate by letter. Obviously one needed to be home-based to receive and reply to correspondence, especially with an “infant” organisation such as the NTA, so I relinquished my role as General Secretary. Some weeks later, for the same reason, I handed over the role of “Hon. Sec.” of the NTG. For the time being, I remained on the committee and attended meetings when in Nottingham, although very much on the periphery of activities. Of course, whenever I was at home I was able to undertake maintenance (mainly cleaning) of 466.

Then along came a bombshell ! A letter was received from Mike Dare saying that following an RTS committee decision, it was their intention to withdraw from the NTA. I subsequently received a personal letter from Mike - so typical of the man. Sadly, along with other material, this letter was lost in a loft flood at one of my subsequent houses. However, the letter explained that whilst no formal decision had been made, he had been concerned at discussions of an “integrated” NTA at the June meeting. The RTS had held a committee meeting and decided that any such moves would be premature. They did not wish to surrender their independence since the RTS was established, well known and had a loyal following. They did not wish any of these undoubted achievements to be compromised. He did say that despite this withdrawal from the NTA, the RTS would continue to offer every co-operation with them. It must also be recalled that Reading, at that time, was still pursuing a progressive policy towards trolleybuses. No doubt the RTS thought that new members could be attracted locally with a route extension recently opened (Northumberland Avenue on 14 January 1963) and prospects of this service being extended to

link up with the Whitley Wood route. Changing its title and the focal point of RTS operations to London, Nottingham or Wolverhampton might have “watered down” interest in Reading. They also already had a storage site for trolleybuses, so finding a national site was not essential for them at this juncture. Whilst completely understanding Mike’s sentiments, at this stage I did not foresee any NTA decision being as far-reaching as the RTS envisaged - particularly since the Chairman and one other NTG member remained on the NTA committee.



Reading 193 en-route to Northumberland Avenue on 9 August 1965, about to turn left from Basingstoke Road into Buckland Road. Trolleybuses to Whitley Wood (where there was a reverser) continued along Basingstoke Road. The Northumberland Avenue service had been extended by approximately ½-mile on 14 January 1963, with plans for a further extension to connect to the Whitley Wood terminus. Against this progressive background, the RTS elected to withdraw from the NTA with indications of concern that any movement of emphasis away from Reading could dilute local support for their Society. Whilst penning the letter, I wonder if Mike Dare could have believed that within 5 - 6 years, the Reading system would have closed, and that 193, newest trolleybus in the fleet, would belong to a RTS member

Within the NTG, it was “business as usual”. Readers with a good memory will remember that, since a tour back in April 1962, one of the trolleybuses on the “hit list” was a Manchester Crossley “Dominion”. Following conversion of the Hyde Road services on 28 April 1963, it was anticipated that this class would be withdrawn. A letter was sent on 26 August from the Chairman to Manchester Corporation indicating the group’s interest in a “Dominion”. A response was received on 3 September 1963 - the quest for the NTG’s second trolleybus had started. (Again, I do retain copies of these exchanges). As far as I am aware, not much thought was given to how the vehicle would be purchased, but at one of the meetings that I attended the cry of “It will only be £1 per week” was definitely heard !



Manchester 1315 on a very wet 14 April 1963 at Hyde Gee Cross terminus. Abandonments throughout the UK were now happening thick and fast and it became difficult to keep pace with conversions. Service 210 to Gee Cross had been partially operated by motorbuses since 19 January 1963 with alternate trolleybus journeys. It was fully dieselised two weeks after this photo was taken. Whilst appreciating the need to gain maximum use from vehicles and infrastructure, one does wonder why an undertaking the size of Manchester, with many hundreds of motorbuses, chose such a lingering method to close a trolleybus service with requirement of merely 28 vehicles

Another chapter also commenced when it was discovered that Rotherham had disposed of its remaining single-deck trolleybuses for scrap. Again, previously in the story, readers might recall that Rotherham had been approached with regard to the NTG purchasing one of these vehicles. Rotherham had replied that they had anticipated that the remaining single-deck trolleybuses would follow earlier examples to Spain. If this deal were not concluded, they would consider disposing of one of them to us. At least no.6 had been operational for the NTG in August 1962 and we hoped that possibly this might have survived. A letter to Mr. Fisher, the Rotherham manager enquired the position. A very friendly and apologetic reply was received explaining that the previous correspondence had unfortunately been overlooked but he would do everything to assist us if we subsequently wished to purchase one of the remaining double-deck trolleybuses when they were withdrawn. As can be guessed, this would have impact in the future !

I cannot claim to be involved in the original negotiation for Plumtree, but am aware of the circumstances leading to the adoption of the site. In a chance meeting with a friend from the Nottingham 67 Group (set up from ex-NTG members specifically to preserve the Nottingham tram of that number) the conversation obviously turned to their purchase of the Blackpool illuminated "Gondola" tram - ostensibly for its truck. On asking where they were storing the tram the answer was.... come on.... you've guessed it.... Plumtree Station ! In his article, Steve writes that the station was still in use. This is not strictly true: this section of track had been singled and fully electrified, complete with gantries and catenary. It was supposedly to be used as a "test track" but in all the time I spent on site, I never saw any train pass through the station. I believe that the line still exists today. Clearly a letter was sent and, as Steve states in his article, the initial rent was £1 per week. ("Just £1 per week, lads!"). Although, I believe not specified, the understanding was that this rent

was for one vehicle only. Incidentally, there was a goods shed on site. It was disused, but in good order and with a little attention would have provided covered accommodation for 3-4 vehicles (and subsequently did) but the rent was totally prohibitive at this time.

The next meeting of the NTA was held in Derby in October 1963. I did not attend but the decision was taken that the NTA would cease to become a "co-ordinating" body. The member groups would be amalgamated to form a new organisation. The name of "National Trolleybus Association" would be retained with local location also shown - e.g. "National Trolleybus Association, Nottingham Group". These decisions were ratified in a subsequent meeting in Wolverhampton on 10 November 1963. Many would be of the opinion that this was the "true" start of the NTA. A revised NTA committee was appointed with the Chairman retaining his role in the NTA together with one other Nottingham member, two from Wolverhampton and two from London. Until this date, as has been mentioned, the RTS News Sheet had also been the newsletter of the NTA. With the withdrawal of the RTS, obviously this would not continue.

The first NTA "Newsletter" (no.1 dated November 1963) states the ambition to create a working trolleybus museum. It also informs that a temporary site is available at Plumtree, so the NTG correspondence securing the location must have pre-dated this meeting. As we shall see, no vehicles were moved to Plumtree until 1964. I cannot think that any NTG member forked out £1 per week for several months with no trolleybus utilising the site - especially since 466 still resided in our back garden. Possibly the rent did not become due until arrival of the vehicle. Perhaps we simply could not afford the towing charge at the time, however, and 466 stayed put. If anybody can clarify the situation (maybe Steve has correspondence pertaining to these negotiations) I should be interested to know. Older readers will undoubtedly associate Plumtree with the NTG and its successors. However, it would appear that Plumtree was actually the original NTA site ! Incidentally, the first NTA Newsletter does list the trolleybus preservation schemes as Nottingham 466 (already owned) and Manchester 1250 (note that the actual trolleybus is now specified) with negotiations at an advanced stage. Enquiries were to be made to Ashton-under-Lyne (Crossley "Empire"), Bradford (ex-Notts. & Derbys. BUT), Bradford (ex-Hastings Sunbeam/ Park Royal), Cardiff (BUT single-deck) and Wolverhampton 654 (Guy/ Park Royal). In a 46-year retrospect (at the time of writing) "six out of seven ain't bad !" The NTG embraced these changes and new headed letter paper was purchased with the revised title.

Towards the end of 1963, the Chairman received notification from Manchester that the offer of £40-0s-0d. had been accepted for 1250. Of course, there was no money in the bank. The Librarian, NTG's treasurer, stepped forward and offered to loan the full amount, believing that the newly-formed NTA would assist in paying him back. The money was duly sent and a receipt for £40-0s-0d dated 6 December 1963 made out to "National Trolleybus Assoc. (Nottingham)" was received from Manchester. It was hand-written and signed over a 2d stamp as was the custom at that time. (I also still have that receipt and intend to hand it over to the Manchester Bus Museum where 1250 now

resides, or to its current owner). Thus 1250 became the first trolleybus to be preserved by the NTA, albeit purchased wholly by a Nottingham member.

Very regrettable was the break from the NTA by the RTS, but overall this had proved the only unfortunate event for several months (if one ignores the continuing run-down of so many of the remaining trolleybus systems). The groundswell of optimism and support in Nottingham continued for the new NTA organisation. There were now two trolleybuses preserved by the NTG membership and a storage site had been identified. The future looked brighter for the trolleybus preservation movement, so what could possibly go wrong ?

OUR OLDEST BUILDING

Brian Maguire

A few of our members have recently undertaken the refurbishing of the staff room, known to some as the “Grotty Green Box Van” ! Whatever you choose to call it, it has survived at our Museum for over forty years, and, in the days before the office building was established, we even used it to entertain important visitors, including the Mayor.

Back in 1969, I had my own building business in London, but wanted to move north to help establish Mike Dare’s dream of a trolleybus museum at Sandtoft. So I got a job with British Railways as a maintenance joiner, working from a building now lost under the new Stratford development in London, and later transferring to Doncaster Grain Bank. A few months on, our mobile workshop there was withdrawn and left in a siding. I was told that originally it had been a general fruit van, but it had been used by us with a workbench inside to do general line works. It spent time in sidings all over the place, and we worked from it as a base. Around that time, the “powers that be” decided that the sidings must go, so the van became redundant.

The Museum in those days was an ill-equipped site with no facilities, toilets or buildings of any sort, apart from a brick store left from the war. There was no electricity, no water, and no shelter if it rained (as sometimes it does at Sandtoft !) So, seeing the potential of this particular box van, I enquired of my boss at BR and it was offered to me for £20 if I removed it myself. Now, I only had a Mini van, and - even with a roof rack - no possibility of doing that, so there was my first problem. I spoke to Barry Dodd, who was levelling out some of the Museum site at that time, and he reminded me of Norman Richardson, in the village, who was storing our overhead. Norman was only too pleased to help (something he may later have regretted) and offered the use of his latest new lorry, a Bedford S-type flatbed, one of the first “J”-registrations in 1970. The box van was duly purchased and my friend on the steam crane in the yard lifted it up whilst a scrap man cut off the wheels and axles: he gave me £12 for these, so the remainder of it became mine for a net outlay of precisely £8. Having a wooden chassis, there was little more to remove, and onto the lorry it went: Great ! The journey to the Museum was uneventful and went well, until we came to work out how to get the box van off the lorry....

It was Barry to the rescue: he said he could drag it off with his bulldozer - which he did. The idea was good, until it reached its pivot point, when the lorry tipped up crushing the back lights! But we managed to get its load off. Norman

crept off home and Barry pushed the box van body onto a new concrete base located in an area of what is now the staff car park. (This base was recently uncovered, but is now covered once again with soil.) Once in position, a water supply was laid on, and we asked Yorkshire Electricity Board to install a power box. They refused, claiming that it was a mobile building, so I asked them to try and move it ! Finally, after some arm-twisting, they agreed to install the supply. Soon, the box van was made quite homely, with a lick of white paint inside, a sink and worktop/ counter, plus some old carpeting. At last we could enjoy a cuppa in comfort. The counter was on the right when you entered, and at the other end, we had a glass cabinet from which the late Dennis Tate would sell books and photos, extracting hard-earned cash from us !

This building sufficed for the first 'Gathering in 1971, with my then mother-in-law, Ida Foster, selling home-made cakes alongside tea and sandwiches. So it continued for a few years, with many a tale going down in history of the "old tea bag tree" and many other subjects too numerous to mention. Jim Sambrooks brought some old ambulance seats one day, and they were installed along each side, giving comfortable seating for many a year. These seats were long enough for members to sleep on, provided that they were slim! Unfortunately, one night when we had a security firm checking-up on the site and buildings, the sliding door was found ajar, so for safety they locked it, unaware of one of our members asleep inside. By 11.00am, when others began to arrive, he was very relieved to be let out ! To avoid embarrassment I will not mention his real name, but simply call him "Boots".

When my Community Industry team came to the Museum, we moved in alongside the members for our tea breaks. The original black paint had been painted over with green early on, and at this stage was peeling badly. One lad, Paul Lyons, kept picking at the poor finish, so I asked if he would do something about it. He jumped at the opportunity and set about burning-off all the paint, then priming, undercoating and glossing the outside to a very high standard. The experience did him good as well, as he had never been keen to do much before. The end windows were uncovered and glazed, giving additional light to the inside.

A make-over was carried out by a later CI team in the early 1980s, during a period when we were snowed-in. They fitted the plywood boarding and the wiring was altered by Phil Howard. Martin Gibbons and David Brown bought some white plastic sheet which was fitted around the sink, and the improvements were completed by a carpet at one end, with cushioned flooring around the area of the sink. By now the café and bookshop had been relocated into the prefab building, so the box van now served only as a staff rest room - and it showed ! A great many people have used (and continue to use) the facility: they come in from jobs like gardening, concreting, ditch cleaning and painting, so it is not surprising that the interior never stays clean for long. Not surprisingly, as the years went by, it got dirtier and dirtier. Carpet tiles were added to cover the cushioned flooring, but they did not fare well. During the late 1980s and early 1990s, with the assistance of inmates from Lindholme Prison on a work scheme, the interior was treated to a colour

change into the red and yellow of South Yorkshire PTE.

In 2012, after many years of neglect, the idea was born of revamping the box van, primarily to get more seating installed. It was helped by Duncan, an ex-Community Industry worker, offering me a sink unit and cupboards when he refitted his kitchen after Christmas. Plans were made, permissions granted, and then - once the sink and equipment were collected - a start was made. The first problem was that the wood-grain plywood was no longer obtainable and we could only get white-finished hardboard. Rats had been getting in through the floor, the floor covering was well past its "sell-by date", and the electrics were also in a poor state. None of the fittings and appliances were of any real use: the cooker was filthy and no longer used, the fridge door fell off and the cupboards were damp and mouldy. Only the radiator was serviceable!

So out everything came, with a time limit to complete the job and get it back into use of the start of the 2013 running season. Despite the best-laid plans, all did not go to plan, leading to a slower transformation than we had intended. The chosen timber suppliers let us down badly, so we returned to Empsons, who are excellent to deal with. Boarding was fitted by John Crossley and me, with "Wobbly", John Whipham, painting the skirting boards blue (they never seemed to dry !) The rear window (set in the sliding door) was in danger of falling out due to rot and had to be removed, together with the surrounding wall. A salvaged window from the old A4E cabin has now filled the gap. New flooring replaces the filthy carpet tiles and the ceiling has been improved, with some new panels and beads attached to cover all the joints.

The replacement sink is in place and operational, complete with a new tap unit. Steve Harrison has rewired the electrics and replaced the life-expired fuse box with a modern consumer unit, all of which meets present-day standards. He has also installed a smart new water heater. The microwave oven was re-sited to a safer position and the fridge has been replaced. Two new seats have been added in, and Gerry Carroll repainted the blue woodwork brown to match the polished wood. Finally, the fire extinguisher, first aid box and signage were all replaced, and the main door improved with a new door jamb. A final clean-up helped to complete the job in time for the Easter weekend.

A start has since been made on the exterior, which can now be continued when fine weather permits. Overall, the project has cost the Museum quite a bit of money, but I hope members will feel that this has been well spent. By the time our Museum expansion plans have materialised, with a new purpose-built staff facility, our old box van will have celebrated fifty years of service: no mean achievement for an initial outlay of £8 all those years ago.

'GATHERING 2013

A reminder that 'Gathering 2013 takes place on 27-28 July. To make it all go with a swing, we need volunteers on the Thursday & Friday before to clean 9 trolleybuses & prepare things. Extra help is also needed on Saturday & Sunday, so if you are coming to 'Gathering, please give us a couple of hours help. Contact Tony Ferris (see page 2)

VEHICLE REPORTS

.... compiled from notes supplied by Bob Ashton, Bruce Lake, Andy Thornton and Francis Whitehead

Edmonton 189 was brought out ready for the Easter event, but refused to move under its own power. This was a common problem in Edmonton after a period of inactivity, especially in the cold and/ or damp (which it certainly was this past winter!) The standard recovery methods did not work, but will be tried again later. Whilst 189 was outside, Bruce took the opportunity to fit some of the new vinyls kindly sent from Edmonton. Besides some other smaller vinyls, they also sent a large roll of yellow-and-blue reflective striping. This will replace the current striping which goes all the way round the bottom and was seriously worn away by Edmonton's bus-wash.

Marseille 202 has now had its new windscreen fitted, and also had a glass panel in the rear door re-bonded, so we can use the rear doors again. We had expected to obtain some windscreens from St. Etienne, but the cost of having them shipped, or going to collect them ourselves, turned out to be prohibitive. Instead, Steve Harrison found a vehicle glass-



Photo: Bruce Lake

fitting service prepared to take on the job, another leading windscreen firm having previously told us that *they* were unable to do it. A new windscreen was made and brought to Sandtoft to fit – a job that only took about 20 minutes ! It now looks great again and 202 was back in service for the Easter weekend.

Bradford 792: During the Spring Bank Holiday weekend, Ian Metcalfe carried out repairs following last December's dewirement accident when the offside trolleyboom was broken. Strangely, the boom had broken inside the cast steel "tubing" that secures it to the trolleybase, making the remaining "stump" quite difficult to extract. Once that had been accomplished, the next challenge was to find a replacement boom long enough for a 29-foot-long trolleybus: an unusual size of boom measuring 16ft 2in was required. Amazingly, a suitable match was located, and this has now been successfully fitted and proved serviceable.

Doncaster 375: Since Bob Ashton's report in 'Scene no.89, the exterior re-panelling has been completed, with a few pieces of beading still to be refitted. Paint stripping continues on the exterior and the interior of 375, and efforts are now concentrated on the difficult corners of the exterior panels. A final rub down of the roof may still be needed. Inside 375, the lower deck floor has been stripped, including the wooden slats. Stripping also continues on the lower deck ceiling paintwork, and the old adverts are about to disappear. During paint stripping in the rear platform area, several notices were

uncovered which had been painted over during 375's repaint in 1970. The first to be uncovered was the lettering "USED TICKETS" on the ticket box and the seating capacity information has now appeared after removing a layer of red paint. The rear registration also revealed that it had been renewed several times.

The traction motor was removed and taken on 17 April (along with that from Walsall 872) to Bradford for inspection and servicing. All the insulating tape has been removed from the trolleybooms, and this has uncovered a small hole in the nearside boom. This seems not to be due to corrosion, and either a repair or replacement is being considered. Being this year's showcase restoration project, 375 has been on display in the Sandtoft Square area (or on the front row of the depot) on several open days. To support this, Chris Proctor has prepared an "A-frame" display board with publicity information about the restoration funding appeal.



Above: Very little maroon remains on 375's exterior following sustained paint-stripping efforts

Below: After heavy-duty engineering work to remove the traction motor, Ian Metcalfe prepares it for transport to Bradford



Above: Renovation of the underlying framework whilst the lower side panels are removed

Below: Earlier transfers revealed after removal of the most recent layer of paint in the platform area *All photos: Bob Ashton*



For more pictures of the restoration progress visit www.sandtoft.org/members for a link to Bob Ashton's Facebook page entitled "The Restoration of Doncaster's Last Trolleybus".

Nottingham 466's motor was refitted on May Day Saturday, with Ian Metcalfe providing the lifting gear expertise, assisted by Bruce Lake and Andy Thornton, who provided the new bolts. Andy remembered where the motor brackets had been stashed away and, after deciding how they fitted, the team set about hoisting-up the motor. They decided to fit the brackets after the lift to prevent them from getting in the way. Care was also needed because 466 has two short brackets on the nearside and two longer ones on the offside, as the differential is well-displaced towards the nearside. The brackets also slope the motor downwards from front to back, with the differential having a compensating drive flange pointing slightly upwards - an unusual feature. As is par for the course with jobs like this, the motor did not fit at first - not altogether surprising, as this was not 466's original motor and it had never been in the 'bus before. Also, the motor brackets may not have been from 466 either, as the original motor and brackets had been removed when 466 was at Plumtree. It had already been decided to leave all the bolts a little slack to provide some movement, but it still took a great deal of effort to get the fourth (and last) of these large motor bolts into place, but a lot of brute force (accompanied by some swearing) eventually accomplished it. Unfortunately, despite Andy having a huge stock of bolts, none were the correct size for the brackets, so in due course, and before the vehicle can be tested, the ones used will have to be replaced, one at a time, so that the holes remain lined up.

The prop shaft has been found, but not, unfortunately, a set of suitable bolts for securing it, so that will have to be done later, as will the reconnection of the motor cables. Overall, fitting the motor in the course of one day was a great achievement and a major step forward in the long process of getting this 1945 utility Karrier running again. And it was also good to have cleared a large heavy obstacle off the workshop floor !

Walsall 872 had its traction motor removed by Graham Bilbé and Ian Metcalfe over the Easter weekend, and this has since been dispatched to Bradford Armature Winding Company for refurbishment.

The newly-acquired Leyland 270 tractor (pictured right) has now arrived and is in regular use for moving trolleybuses.

[Do the road markings indicate that a serious accident has already happened ? – Ed.]



Photo: Bruce Lake

TROLLEYS ON THE WEB

Go to www.sandtoft.org/members for a link to the following item:

Barry Coward sent us the link to a recent article entitled "*Humble trolley bus reborn as climate superhero*" in the *Vancouver Observer*, which explains with great clarity the case for Bus Rapid Transit and trolleybuses.

NEWS ROUND-UP

.... including contributions from *Stewart David, Tony Ferris, Steve Harrison, Bruce Lake & Francis Whitehead*

Traffic Department Changes: Traffic Department Manager Stewart David writes: "I am pleased to announce that Chas Allen has been appointed Assistant Traffic Manager and Mike Johnson and David Croft will now undertake the conductor training and assessment functions."

Working weekend 6-7 April was very productive: Steve Harrison, John Whipham and Tony Ferris concentrated their efforts on the Skegness building. Steve re-installed the kitchen units along the side wall, simplifying the earlier arrangement, as the sweetshop, once planned to be in the Skegness building, is now incorporated into the *Trolleyshop*. The team also cunningly created a storage area for stowing, amongst other occasionally-used items, the model railway and "Sandta" equipment by leaving a gap between the back wall and the long padded seats recently acquired by Graham Bilbé. A shelf will go on top, thereby producing a display level and a long, concealed "storage box". Tony painted the remaining walls and with some missing wood finishing pieces now located, one more working weekend should see it all completely finished.

As the electrical supply to the building is very basic indeed, Steve has ordered a new supply pillar to put inside the green connection box by the garden, which will enable him to re-configure the supplies to both the Skegness and the reception buildings. As we had a problem heating the Skegness building on a couple of occasions last year, he has also ordered two Farho heaters, which are very robust and highly efficient.

The team also cleared the electrical room and sorted out its contents using some shelving boards from Empsons. The Post Office truck was then released from its resting place and pushed into the electrical room, where it was stripped down to its chassis, ready for work to begin on preparing it for a new life as a gardeners' truck. It will need some tongued-and-grooved woodwork replacing, and then a repaint, perhaps retaining its Royal Mail livery. We already have the batteries to make it mobile again. Many old vehicle batteries of varying types were unearthed, so these were tested and the unserviceable ones disposed of. As there are currently insufficient serviceable batteries to meet our operational needs, Steve has secured a deal to obtain twelve new 85ah batteries of the "leisure" type at half the cost of the previous batch purchased. As well as replacing the worn-out ones, these will help with the demands of the steady stream of vehicles completing restoration: they all need new batteries with the London trolleybuses (at least) needing three each !

Drainage improvements: Late March saw a JCB digger, hired from Graham Kelsey, excavating a long trench in the field behind the toilet block to renew the septic tank waste-water soakaway. This should sort out the embarrassing flooding problems that have dogged the toilet block for many years on big, well-attended open days such as 'Gathering. These works, with a JCB on site, also triggered a start to constructing the junction of the new road which will eventually provide access from the workshop road to the new land we are acquiring.



After digging the trench and removing the old pipes, in goes a bucket-load of stone to form a bed for the new pipework



... and so the new pipe is ready to go in, somewhere amongst the worst sea of mud witnessed at Sandtoft for a long time !

Photos: Tony Ferris

Watch out - there's a bear about

A large contingent of donated Teddy Bears (or should that be a contingent of large Teddy Bears ?) arrived at Sandtoft in early April in readiness for the Teddy Bears' Picnic weekend. They will also be used as raffle prizes.

In the meantime, will they be keeping sleeping workers company in the volunteers' caravan? – Ed.



Photo: Bruce Lake

Fashion shoot at Sandtoft: The Museum will receive some excellent publicity following an initiative by Tony Ferris to provide a photographic location for a fashion photo shoot. On 16 April Tony acted as host for Steve Oatway, a professional photographer who took over 300 photos, many of which will be going on display in a bus touring Britain. Tony is printing a selection of these photographs for display at the Museum, accompanied by an invitation to any other professionals looking for an unusual photographic setting.

Museum Forum Meeting: On 5 June, we hosted one of the regular meetings of the East Riding of Yorkshire and North Lincolnshire Independent Museums Forum, organised by our MDO, Liz Denton. These events provide the opportunity for presentations from professionals on the latest from the museum sector and offer delegates the chance to exchange ideas.

And finally a correction: We try hard to be accurate with the information published in *Sandtoft Scene*, but sometimes we get it wrong. In the report in 'Scene no.88 of the Rotherham Centenary Weekend, we stated that the proceeds from the commemorative cake were donated to the preservation of Rotherham 37. In fact, the project advertised on the day as receiving these takings was the restoration of Rotherham 73. Apologies for this error and for the misunderstandings it caused.

UNRAVELLING SANDTOFT'S SECRET John Stainforth

with contributions from John Pollard and Robin Symons

In his article, *Sandtoft's Secret - The Hastings Guy* in 'Scene no.87', Robin Symons explained the difficulty of confidently identifying the former Hastings trolleybus which has been at Sandtoft since 2002, when it was rescued from the grounds of a farm at Stock, near Ingatestone in Essex. For over ten years it was believed to be no.57, based on the partial outline of a fleet numeral discovered when the rear panel was rubbed down. Because of its lack of clarity, some doubts remained, and Robin's recent analysis began by taking all the known information about the disposal of vehicles in the two batches numbered 39 to 58, then progressively eliminating those trolleybuses that it could not possibly be. This process led to no.42 being the strongest contender, with 46 as second choice and 57 in third place.



Whilst demolishing the bungalow known as "The Coach House" in the grounds of Stock Hill Farm, Peter Carter carefully left the trolleybus inside it undamaged and made the contacts that led to its rescue for preservation. Here it is, prior to being transported to Sandtoft in 2002, with the wheels exposed for the first time in decades

Photo: Ion Castro

The People and the Places

In response to Robin's appeal for further relevant information, our member John Pollard has been investigating records of the vehicle's owner and its locations in Essex. Living in Chelmsford, only a few miles from where the trolleybus resided for five decades, John has easy access to the county archives in the Essex Record Office: a source of documentation that has proved very helpful.

John found the names of David T. Reddin and Margaret D. Reddin listed in all the electoral registers from 1950 up to the late-1990s. They show the couple having arrived in Boreham by November 1949, when the 1950 register was compiled. For four years up to and including the 1953 register (compiled in October 1952) they were living at "The Coach House, Damases Lane, Boreham". The following three years' registers show them resident at "The Caravan Park, Main Road, Boreham" and after that, the 1957 register lists them at "The Coach House, Stock Hill Farm, Stock", where they remained for about 40 years. The Reddins had clearly christened their converted trolleybus as "The Coach House" whilst it was in Boreham, and it had kept that name throughout its time at Stock, including the later years when it had been

incorporated into the structure of a larger bungalow. Indeed, the replacement bungalow built in 2003 on its former plot in the woodland near Stock Hill Farm still bears this name today. One of John's contacts who has known the Boreham area since the 1950s recalled that the two locations identified there are two distinct sites about half a mile apart, and that the Caravan Park was on the north side of Main Road opposite the Red Lion pub. John has taken a good look around this area, but no trace of a caravan site remains today.

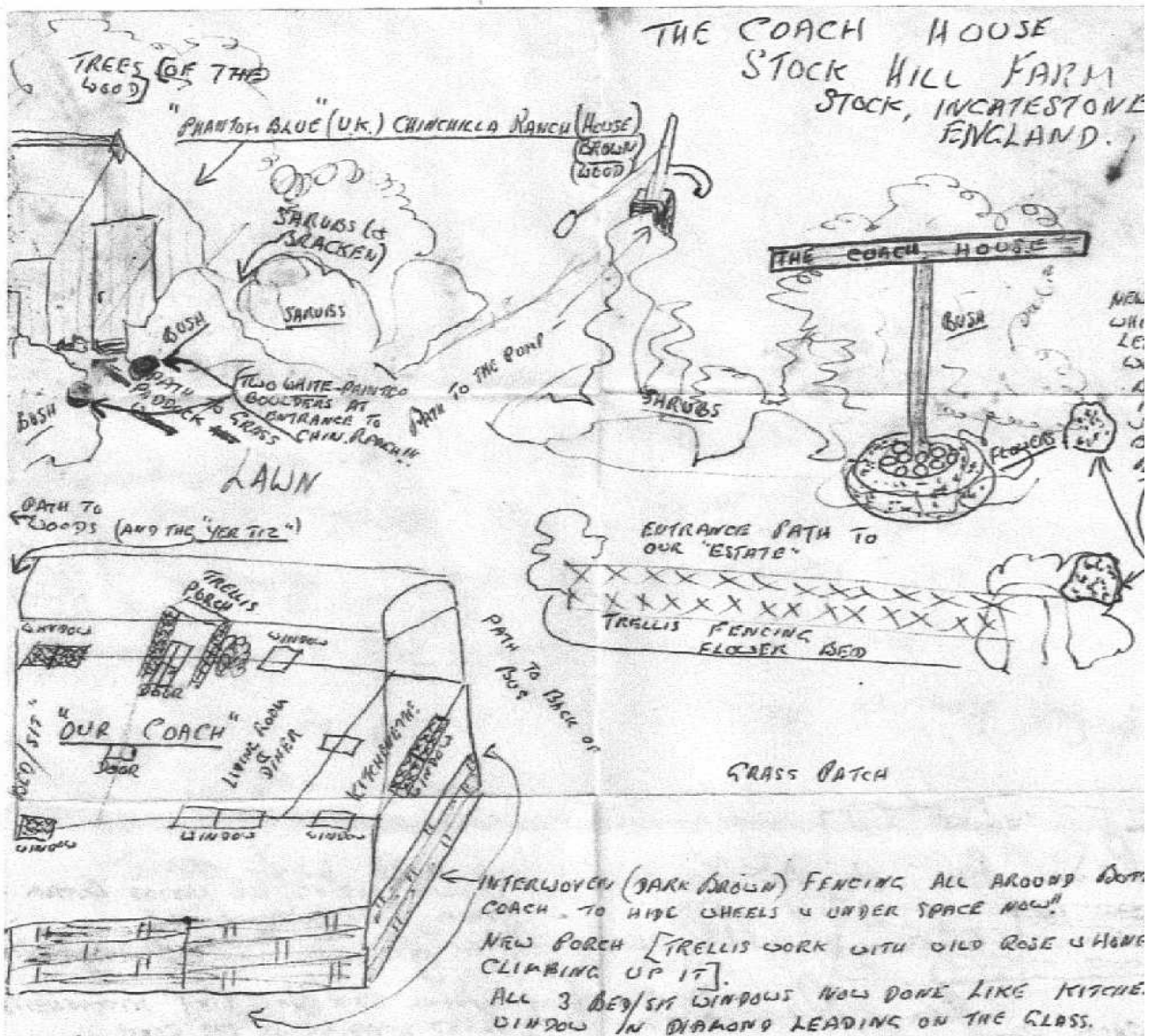
The electoral registers provide concrete evidence that the ex-Hastings trolleybus at Sandtoft came into the possession of David Reddin before November 1949. The Hastings Tramways disposal records show the sale of no.46 to "Mr. Ridding" in May 1949, and if the spelling of the surnames had matched-up exactly, there would be no further debate. It now seems much less likely to be no.42, which was sold to "Miss Mitchell" in October 1947, although she might just possibly have resold 42 to David Reddin two years later. Meanwhile, going back to the legend of the lady who regularly revisited Silverhill Depot in the 1950s and 1960s saying that she was still living in an ex-Hastings trolleybus in Essex, is there any reason why that lady could not have been Mrs. Margaret Reddin ?

John also spoke to Peter Carter, now the owner of Stock Hill Farm, who had built the replacement "Coach House" in 2003. His father previously owned the farm and Peter remembered as a boy seeing the vehicle being towed there by a tractor in the mid-1950s. Its owner David Reddin paid 20 shillings a year as rent for its plot.

Peter Carter was able to shed some light on David Reddin's life history, confirming that as a prisoner of war of the Japanese, he had been forced to work on the Borneo Railway. Conditions there were dreadful and many did not survive. Those who did, suffered a severe toll on their health. When David Reddin returned to England he spent a long time recovering, and could have been in hospital in London for many months. Possibly he met his wife Margaret at this hospital, where she may have been working as a nurse. Interestingly, Peter understood that David Reddin had been given his caravan as part of his recuperation process.

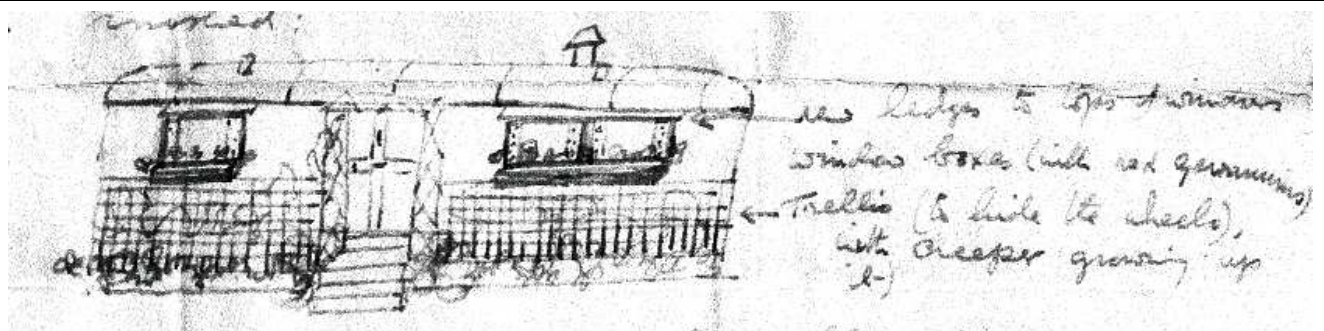
Brian Maguire had also heard that David Reddin was a PoW, and some time after Brian brought the trolleybus from Stock to Sandtoft, a reporter from *The Sun* had taken an interest and written a short article about its unusual history. (For a link, visit www.sandtoft.org/members, but note that the 2007 date on the web page is probably not the date when the article was originally printed).

When Brian Maguire and his team rescued the vehicle in 2002, a remarkable find inside it was a handful of letters that had been written by Mrs. Margaret Reddin to her sister in Canada in 1959. These letters had been returned to her, apparently after her sister had died. They contain detailed descriptions and sketches of how they were continuing to adapt the interior of their "coach" and gradually improve its outside appearance and surroundings. This dates back to a time when it was still free-standing, before being integrated into a brick-built bungalow and before the tiled roof was added to the trolleybus.



This sketch in Margaret Reddin's letter of 1959 illustrates "Our Coach" at the bottom left. The caption points to "interwoven (dark brown) fencing all around the bottom of coach to hide wheels and under space"

Underneath this, Mrs. Reddin wrote: "All looks very effective and charmingly "Olde Worlde Cottagey", as one visitor from Cornwall said the other day". Her notes describe its new livery: "Front of bus all white, with blue front door, black door posts, window frames and beadings".



This extract shows the addition of a chimney and the caption highlights "new ledges to tops of windows, window boxes (with red geraniums) and trellis (to hide the wheels with creeper growing up it)"

These sketches from 1959 show a signboard declaring it to be “The Coach House”, and the information from the electoral registers clearly links back to their home in Boreham with the same name.

The connection between Hastings and Boreham has never really been explained. The Hastings disposal records summarised in Robin’s article in *’Scene no.87* indicate that quite a number of single-deckers were sold to private individuals and several were later noted as caravans in various parts of south-east England. In very few cases do these records show where the purchaser lived, so there is no visible “cluster” or batch of vehicles going from Hastings to Essex. Brian Maguire had been told that the trolleybus acquired by David Reddin was probably collected from Boreham Airfield, and this airfield is quite close to the two sites where he lived between 1949 and 1956. However, any inference that he got his trolleybus from the Ministry of Supply is probably no more than guesswork. The airfield had been in use by US bombers during the war, and photographs exist showing a number of Nissen huts and accommodation blocks still in place after the war. John Pollard had been to an exhibition in Chelmsford Library featuring the history of Boreham Airfield, and although some buildings there were clearly in use as temporary accommodation, there was no evidence of any caravans or disused buses.

After John Pollard’s search of the electoral registers established that David Reddin had been living in Essex (in Boreham and Stock) since November 1949, I started to research the events in his life using the standard methods of family historians. It was easy to find his marriage in the index of the General Register Office, so I sent for a copy of his marriage certificate, which showed David Thomas Reddin (36, bachelor) marrying Margaret Dorothy Smale (40, spinster) on 10 September 1949 at Turnham Green in Middlesex. This date ties in very nicely with the couple’s arrival in Boreham later that year, and with the recorded sale of Hastings 46 to “Mr. Ridding” in May 1949. David’s address when he married was in Chelmsford and Margaret’s was in Chiswick. Further research elicited that David was born in 1913 in Southwark, and died in October 2005 in Lewisham aged 91, about four years after leaving Stock. His wife Margaret had died in 1997 aged 89, whilst they were still there. The details of his birth and parentage completely dispel the earlier myth of his being a Polish airman who had “settled” at Boreham Airfield.

A more accurate picture of the chain of events can be deduced from looking at David Reddin’s whereabouts following the war. The electoral registers for London show that before the war he had lived with his parents in Southwark, and when he came back after the war (late-1945) he is living at another address in Southwark. We cannot find him on the London registers after that, so there is a gap of several years before he re-appears in Boreham soon after his marriage. At the time of his marriage (September 1949), a Chelmsford address appears on his marriage certificate, but after checking the electoral registers, John Pollard found no trace of him living there permanently. Perhaps he was simply in short-term lodgings at the time, but where was he keeping his newly-acquired trolleybus ?

David Reddin’s marriage certificate shows his profession as “Agricultural

Engineer". John discovered that Boreham House was in use from 1938 to 1952 as the Henry Ford Institute of Agricultural Engineering, so we could speculate that David Reddin may have moved to Boreham to train as an agricultural engineer as part of his rehabilitation process.

We had hoped that his marriage certificate might provide the "missing link" between Hastings and Essex, because if either David or Margaret had been living in Hastings it would have made his acquisition of a Hastings trolleybus more credible. But - who knows ? - they might even have been there on holiday prior to getting married and seen their future mobile home offered for sale ! Whilst the anecdote that he was presented with his "caravan" as part of his rehabilitation after being a PoW may not be strictly correct, it remains possible that he was given a grant that enabled him to buy it - a scenario consistent with the actual sale of the vehicle being directly to him.

At this point, both John Pollard and I are running out of ideas about how to make further progress, given that the most knowledgeable source of information died in 2005. According to Peter Carter, David Reddin regularly visited his niece after his wife died, and it is possible that he went to live with his niece after leaving Stock. We have not tried to trace her; this may not be easy and any relevant second-hand memories may well have faded. John Pollard is following-up with the Boreham Conservation Group to see if any local knowledge or documentary evidence remains there. Another possibility is a search of newspapers (see Robin's comments below) which might explain how David Reddin happened to see an advertisement of vehicles for sale. Also incomplete is a search of the electoral registers for Hastings for 1947/ 48, to see if David Reddin or his wife was actually living there before they married, thus providing an explanation of how he came to buy a Hastings vehicle.

The Vehicle and its Records

Another avenue of research was to try and locate the surviving records from the former vehicle registration office in Hastings. Although this source of licensing documentation normally covers only the event of first registration, there was a slight possibility that subsequent transfers of ownership had been recorded there as well. What we were looking for was more information about the buyer of the vehicle that found its way to Stock Hill Farm.

The two batches of Hastings trolleybuses of interest (registered DY 5452-61 and DY 5576-85) entered service during 1929, and whilst initially it appeared that the registration books for Hastings covering 1929 were deposited at East Sussex Record Office, a more detailed enquiry revealed that only those registers covering the periods 1903-20 and 1963-74 had survived. After this disappointing start, I was directed to the Kithead Trust: a voluntary organisation set up to provide a repository for discarded local vehicle records after licensing had been handed over to the DVLA in 1974. The Trust, based in Droitwich, holds the so-called "allocation books" for all the vehicles registered in Hastings County Borough between 1927 and 1974. Our 1929 Guy is, indeed, recorded in these ledgers, but the Trust's response brought a second disappointment: these allocation books contain only the date on which the mark was allocated and the identity of the first owner.

The Kithead Trust pointed me to the third potential source of the information: a set of index cards covering vehicle registrations in Hastings. These cards had been given by Hastings CB to the Sussex Police, who had subsequently passed them on to the Filching Manor Motor Museum in Polegate. So, I sent them our enquiry, only to receive a third (and final) disappointment. The Museum's owner kindly carried out a search, but reported back that the specific index card in question sadly contained no information of any help to us. This line of investigation has clearly reached a dead end. However, it was always unlikely that vehicle licensing records would ever have shown a transfer to a private owner for use as accommodation, as the removal of its motor and electrical equipment prior to its sale would have put an end to its viability as a road vehicle.

Returning finally to the vehicle with the tiled roof in the Museum at Sandtoft, there seems little hope that further examination will reveal any more information. Having said that, we are grateful to our member, Tony Williams, who came forward with some ideas based on his experience of working as a forensic scientist and applying his skills to the identification of stolen vehicles. Tony writes: "It may be worth examining the suspected area of a fleet number in the dark with oblique lighting. As well as normal white light, you could try using ultra-violet and infra-red illumination (eye protection needed for UV sources - welding goggles should suffice). You could also try using a laser pen, again with adequate precautions against eye damage. Chemical enhancement is unlikely to be of any help and could destroy what we are looking for ! Meanwhile, with regard to the search for a chassis number, it would be well worth getting a good look at preserved sister vehicle no.45 first, to discover the whereabouts and format of the chassis numbers on this type of 1920s Guy trolleybus. Assuming this number is stamped directly into the steel chassis (and was not on a plate that is now missing), in my view the most likely place to find it would be on the front nearside vertical face of the chassis near one of the spring hangers. Once located, the stamped number could be enhanced by etching with Fry's Reagent, which is a mixture of hydrochloric acid, cupric chloride, ethanol and water, but strict safety precautions are vital when handling this liquid."

Tony's suggestion did prompt me to crawl round the front of the chassis and carefully examine the area he suggested, but the only number I could find was a part number on the casting of the front near-side spring. Others may wish to carry out a more rigorous search, armed, perhaps, with the added knowledge of the location of the chassis number on Hastings 45.

Final comments from Robin Symons

The circumstantial evidence that the Sandtoft Guy is no.46 is powerful and certainly a good reason to use this identity in the absence of absolute proof, which could now only be the chassis number. With regard to how the vehicle got from Hastings to Boreham, I think it highly unlikely that the Ministry of Supply would be involved, unless anyone can show evidence from elsewhere that this was so. Whilst it might be nice to establish a positive link between Mr. Reddin and Hastings, I think the most likely reason that Mr. Reddin bought

no.46 is that he saw an advert by Hastings Tramways, perhaps in a national newspaper, or perhaps via a friend in Hastings informing him of a local advert. It is noticeable from the Hastings Tramways disposal records that they did not dispose of their vehicles to dealers. The single-deckers went directly to individuals or other operators, or were broken up. Thus, Hastings Tramways were arranging the sales themselves, for which they would have to advertise.

I think the three crucial pieces of evidence are:

- the similarity between the name Reddin and the recorded disposal to a "Mr. Ridding"
- the disposal date from Hastings (May 1949) and the first record of Mr. Reddin at Boreham in November 1949 (bear in mind that this was the first appearance on the electoral register and he could have taken the vehicle from Hastings to Boreham and started to live in it before then)
- the continuity, established by John Pollard, of Mr. Reddin living in "The Coach House" at Boreham and then moving to "The Coach House" Stock Hill Farm, from where Brian et al. retrieved the vehicle

Whilst this is not absolute proof, I find it remarkable that we have been able to narrow it down so effectively, some 63 years after the event. Well done to everyone involved !

Acknowledgements

We would like to mention the support of Ion Castro, Chair of the Hastings Trolleybus Restoration Group. Ion writes: "Just for the record, the Group originally had first refusal on the vehicle but had to turn it down because we were already looking after nos.45 and 34 as well as "Happy Harold" and were greatly relieved that the vehicle's future was safeguarded when it passed into Sandtoft's care."

Visit the Group's website at <http://www.1066.net/trolley/essex.htm> for more photographs taken in 2001 of the Hastings Guy's exterior and interior detail.

Postscript

We are grateful to David Franks for supplying this photograph (copyright unknown) of a very similar ex-Hastings trolleybus that found a new role in its retirement. This one was Hastings Tramways no.40, which became Nottingham no.308 in 1941, where



it operated for three years before being sold in 1946 to a Mr. Whitehouse of Keyworth, Nottinghamshire. It survived as a caravan at Gamston, but has long since vanished into history.

OBITUARIES

We are very sorry to record the recent deaths of four people who were very much a part of the trolleybus community.

Martin Nimmo was a member and active supporter of both our Museum and the BTS. He was born in Hove in 1947, growing up there. Martin was educated at St. Christopher's School, Hove and then Brighton College. During a gap year, he returned to St. Christopher's to teach Latin before reading Geography at Exeter College, Oxford, where he gained a BA Honours degree. After a teacher training year at Leeds, he took up a post in 1971 at Giggleswick School in North Yorkshire teaching geography. He was a fluent French speaker and in 1981 moved to France, to the British School of Paris as Head of Geography. In 1983, he returned to England and joined the staff of the Chartered Institute of Management Accountants in London; following redundancy in 2009, he moved to the Institute of Financial Accountants in Sevenoaks, where he was Director, Professional Standards, a position he held until the day he died.

In 1968, Martin was joint author of the RTS publication *The Trolleybuses of Brighton and Hove*, and in 1970 wrote *The Bradford Trolleybus System: A Pocket Guide*. Having a particular interest in the trolleybuses of France, he travelled there extensively, and his book *France by Trolleybus* was published by Trolleybooks in 1988. He took the initiative to rescue Limoges 5 and, more recently, Lyon 1704 for preservation, bringing both to Sandtoft. Martin had suffered ill-health for a number of years and died on 31 May having been in hospital since 5 March. He will be much missed and our condolences go to his wife Anne and daughter, Charlotte. *Francis Whitehead & John Zebedee*

Roy Marshall, the renowned motorbus and trolleybus enthusiast, author and photographer passed away after a long illness on 8 May 2013. Roy was a professional transport manager and contributor to both *Nottingham Trolleybuses* and *Portsmouth Trolleybuses*. He began his professional career with Nottingham City Transport and was subsequently General Manager at Gelligaer, Burton-upon-Trent and Burnley Pendle. *David Bowler*

John Fozard was a prolific trolleybus and tram photographer and railway modeller. He tragically died following an accident in late-May. We featured one of his film creations in *Trolleys on the Web* in 'Scene no.89, which recorded the overhead line crew coming to the assistance of Bradford 846.

Joseph Yeomans died in Co. Mayo, Ireland on 7 March 2013. As a BTA member, he purchased Bradford 846 (mentioned above) from Bradford City Transport in 1972, when he was a chorister at York Minster. Although he had moved far away, he continued to own and support 846 throughout his life.

A ROTHERHAM CENTENARY – Part 3

From the Rotherham Trolleybus Group

(Part 2 appeared in Sandtoft Scene 89)

Having covered events up to and including the closure of the Rotherham system in October 1965, this series concludes with a look at the four Rotherham trolleybuses still in existence.

The one that got away

In the late 1950s, a surplus of trolleybuses in the Rotherham fleet led to 17 of the single-deck Daimlers being sold for further service in Spain. The majority were exported in 1957/ 8 and the remainder went in small batches up to

1960. Of these, 15 were initially assigned to Tranvias de Zaragoza, then despatched to the company operating the long interurban route between Cadiz and San Fernando. All 15 were re-bodied by 1965, the original East Lancs. structures having probably suffered from over-enthusiastic driving on poor-quality roads. The other two vehicles remained in the north and presumably had an easier life. This pair operated on the interurban link between San Sebastian and Tolosa, where they were mainly used on short workings to Lasarte.

One member of this unrebodied "Tolosa" pair survives today: the original Rotherham no.84 (FET344), later renumbered as no.2, which became no.9 in the fleet of Compania del Tranvia de San Sebastian a Tolosa. Before putting it into service, this operator made the basic alterations for the right-hand rule-of-the-road in Spain, but left many of its original Rotherham features unchanged. The original centre entrance was neatly panelled-over and replaced by two new doorways (rear entrance/ front exit) on the opposite side. However, the steering wheel remained in place in its original "right hand drive" position.



An amazing sight for the Rotherhamites visiting Ejea de los Caballeros in 2010. Surviving Daimler FET344 retains its original distinctive features, most notably the casing for the roof equipment.

The fork lift truck behind is moving the vehicle into position for the group to examine

Photo: Paul Fox

Some time after its withdrawal from service, this vehicle made a lucky escape from the scrapyards, being rescued and relocated in a privately-owned museum in Ejea de los Caballeros, north of Zaragoza. In April 2010 a small party of RTG members made the journey to see it and found it still very recognisably a former Rotherham vehicle. The shrouds encasing the resistors and trolley-bases were exactly the same as when the vehicle left Rawmarsh Road almost fifty years previously. A conductor's desk had been installed immediately forward of the new entrance, but most of the interior vents and light fittings were still in their original position as delivered in 1950. Other modifications made for service in Spain included fittings for trolley retrievers and, extraordinarily, a device for attaching a trailer to the trolleybus.

This vehicle is now slowly being restored by its Spanish owners, who made the RTG party most welcome on their visit, a lasting benefit of which has been the insight and information gathered to assist in the restoration of the 1943 Sunbeam, CET613.

If you would like to see some archive film of ex-Rotherham single-deck Daimlers in operation in Spain, you can catch a showing in The Regal cinema of the video "Q1s in Spain", or ask Mike Johnson for a personal screening - Ed.

The other survivors

Three more Rotherham trolleybuses are preserved, two of which are now in the collection at Sandtoft.

FET617 (no.37): This is the best known and most visible one, being part of our fleet of regular runners, having returned to service in 2006 after a lengthy restoration project carried out by the Rotherham 37 Group. This group continues to fund its undercover storage at the Museum. An article about 37 appeared in *Sandtoft Scene* no.85 and the previous edition featured 37 on the cover, together with FET195, the Rotherham Bedford tower wagon restored by Doug Miller.



In temporary colours of undercoat during a repaint in June 2001, Rotherham 37 poses alongside 44 outside the *Axholme Stores*. Experts will point to the curves in the colour scheme around the top of the upper deck front window as a distinguishing feature of the two bodywork styles

Photo: Tim Stubbs

FET618 (no.44): In addition to running the National Trolleybus Association tour on the last day of trolleybuses in Rotherham, 44 had the distinction of being the last of the double-deckers to enter service there after re-bodying. Following the Rotherham closure, 44 passed to the NTA and in the late 1960s was used for enthusiasts' tours of Wolverhampton, Manchester and Bournemouth. Some time after the dispersal of a large part of the NTA's collection, having been owned by a Derby-based member and maintained at Sandtoft, no.44 was acquired by the Museum in 1990. At present it remains in storage at Thorpe-in-Balne awaiting restoration.

Both these vehicles are 70-seat Roe-bodied Daimler CTE6s of similar (but not identical) appearance. No.37 was one of the batch re-bodied in 1956, whilst 44 was re-bodied in 1957. Aficionados point out subtle differences that distinguish the two: above the upper-deck windows, 37 has a rain-trough running along both sides only. The paintwork is suitably adjusted to provide a softer appearance and a slightly cleaner one as the rain runs off. But a much harsher, tougher appearance is noticeable on 44, as this batch had the rain-trough running around the entire upper-deck windows. Dirt tended to accumulate in the trough (mainly at the back) and when this spilled over they

looked much grubbier. Further minor differences between the fronts become clearer when 37 and 44 are positioned side-by-side - something that has not happened for a long time.

CET613 (no.73): Truly a gem in preservation circles is the 1943 East Lancs.-bodied single-deck Sunbeam MS2c now owned by Tim Stubbs and currently in the later stages of restoration. Reports with photographs of recent progress have appeared in 'Scene nos. 84, 87 and 89.

CET613 began life as no.88. It was renumbered to 73 in 1948 and finally became 74 in 1950, to fit into sequence with the new Daimlers, which began with 75. It is in the guise of "Rotherham 73", as it was in 1949, that CET613 is now being restored.

Surprisingly for a vehicle delivered during wartime, it was not built to "utility" specifications, but instead had normal upholstered seating and a well-finished interior. It was partially rebuilt in 1950 and remained in service until the closure of the Maltby route in 1954. It was then for scrap but after stripping of the electrical equipment, motor and other valuable metal it went to the Rotherham Chantry Rifle and Pistol Club as their mess-room, located in a quarry near Doncaster. Rescued for preservation in 1972, it was acquired by Tom Bowden and Steve Collins, who brought it to Sandtoft. For some years, the vehicle served as the staff room and spent many further years out of doors.

Systematic work on the reconstruction of 73 has continued for many years. This view was taken in 2005 and shows the partly completed cab and nearside body framework, awaiting the fitting of external panelling

Photo: Mick Sheehan



Some restoration work was started and then in 2001 it was sold to Tim Stubbs who set about a long-term restoration project, relocating 73 to the Midlands. Regular weekly working parties continue to make steady progress on several fronts, and the outlook for completion and re-launch becomes ever more promising.

With acknowledgements to the Rotherham Trolleybus Group for permission to reproduce information from "Rotherham Trolleybus Group visit to Ejea de los Caballeros" by Paul Fox, originally published in Rotherham Trolley Newsheet and available on their website at <http://www.rotherhamtrolleybus.org.uk/> Thanks also for permission to reproduce photographs appearing there.

More Rotherham Memories

Mike Johnson

Geoff Warnes' contribution to Sandtoft and DO&LRS over many decades was recognised by the surprise birthday cake pictured on Page 5. Going back as far as 1961/ 62, Geoff helped to organise trolleybus tours for DO&LRS of the Mexborough and Rotherham systems using one of the last remaining Rotherham single-deckers, FET610, formerly no.10 and later no.6. These tours were chronicled in the article by "Black Rod" in 'Scene no.86 and the photograph below captures one of them. Geoff's efforts are also recorded on the Rotherham Trolleybus Group's DVD *Remember the Trackless*.



Taken at Wickersley in 1962, no.6 nostalgically displays "MALTBY". Tracklesses had not continued there since 1954 and the through wright had long since been removed. No.6 is ready to turn at the Cross Roads

Photo: Copyright Rotherham Archives and Local Studies

DEAR 'SCENE

The following letter was prompted by the sad news of the death last October of Wayne Little, formerly of the Foxton Trolleybus Museum in New Zealand

Dear 'Scene

On a visit to Foxton on 24 February 1991 I arrived at the museum unannounced, but Ian Little, the owner, soon made me welcome and treated me like a long lost friend. After a cup of tea he gave me a tour of the museum and proceeded, one by one, to take all the serviceable trolleybuses on to the main road for me to photograph. He drove the vehicles round the museum circuit several times so that I could get a good selection of views at various locations; the next step was for me to be able to travel on each of the trolleybuses: nothing was too much trouble for this wonderful gentleman ! Then to my surprise, he asked if I would like to have a drive. Of course, I jumped at the chance, expecting just to drive one trolleybus. However, I ended up driving each of the vehicles round the circuit several times - what a magnificent experience. The icing on the cake was when he asked if I would like to drive an RT which was part of the collection and stored inside the depot. The bus hadn't been moved for some time and it just didn't want to start. Ian and his son Wayne spent ages trying different methods to get the vehicle started and eventually with a large roar and a cloud of smoke it came to life ! After our "play" the runners were returned to their original locations within the museum and whilst this was in progress I had an idea. Parked opposite one another were two BUT RETB1s, nos. 82 and 107 and I asked if he would line up no.48 (another RETB1) in between 82 and 107 to show the three different styles of bodywork. Hence the accompanying photograph !

Tony Belton (Enfield)

Wellington BUT RETB1
trolleybuses at Foxton:
(left to right) no.82 of
1963 has bodywork by
MCCW, no.48 of 1956
by Commonwealth
Engineering and no.107
of 1964 by New Zealand
Motor Bodies

Photo: Tony Belton



Dear 'Scene

I have just received 'Scene no.89 and, as always, found much of interest. I have been particularly interested in the Rotherham articles in 'Scene (and other magazines) which provoke many happy memories. However, one or two points need to be made regarding closure of the system. Having attended on the last day and being one of those still alive who remembers the system, I hope your previous correspondents will forgive my clarifications !

There were twelve serviceable trolleybuses at the time of closure: 25 (FET343), 30 (FET339), 31 (FET615), 33 (FET473), 36 (FET472), 37 (FET617), 39 (FET342), 40 (FET608), 41 (FET611), 42 (FET614), 43 (FET616), 44 (FET 618). Previously withdrawn, but still at Rawmarsh Road Depot was 32 (FET612). On 2 October 1965, the last normal service day, eleven trolleybuses were in use: i.e. all serviceable trolleybuses except one: no.25, which remained in the depot. Whilst 37 did operate on this day, the last trolleybus in normal revenue service was no.33 from Thrybergh, arriving at Rawmarsh Road Depot a few minutes past 11.00pm.

As has been previously reported, there were two trolleybus tours organised on 3 October 1965 - the last day. One was on behalf of the Nottingham Trolleybus Group (NTG) and kindly arranged by Mr. Dennis Vickers of the Sheffield Omnibus Enthusiasts' Society. This tour was to be operated in two sections, first a short afternoon trip from 3.00pm until 4.15pm, followed by a run over the entire system from 5.15pm until 8.00pm, thus ensuring that this would be the last Rotherham trolleybus. No.30 was allocated and carried a banner across the front dash stating "Last Rotherham Trolleybus". I was a participant in this tour. The other charter was organised by the National Trolleybus Association (NTA) and used no.44, which was due for preservation by them and scheduled to run from 1.00pm until 5.00pm. These timings allowed people on the NTA tour to transfer from 44 to 30 to ride on the very last trolleybus in Rotherham.

Predictably, and understandably, on such an auspicious occasion, 44 was

running late and did not arrive back at Rawmarsh Road Depot until 5.30pm, and it was a surprise to NTG participants waiting on 30 that few people wished to join us. Of course, what had happened was that a few NTA members had apparently organised a last-minute tour - again on 44. This became obvious to those on 30 when 44 passed by, now carrying a large "Last Trolley Bus" sign. The disappointment was palpable, not least with Driver Green who had been so obliging throughout the day and, no doubt, expected the "honour" of driving the last trolleybus. A call was made to the Duty Inspector at Rawmarsh Road Depot and a solution was reached. 30 would wait in All Saints Square for the arrival of the NTA trolleybus. 44's passengers would again be permitted to transfer if they wished, since their driver had been instructed to return to the Depot. After some 30 minutes, 44 arrived and 30's booms were stowed to allow it to overtake – however, nobody transferred. 30 then followed 44 along Effingham Street and into the Depot, thus, finally, becoming the last Rotherham trolleybus. As I recall - and possibly to avoid any more "perambulations" - the power was turned off virtually as 30 came to a halt.

An article (possibly from Dennis Vickers) in *The South Yorkshire & Rotherham Advertiser* dated 9 October 1965 and headed "Duel in Trolleys" provided a full account of the event. Further corroboration can be found in *Buses Illustrated* no.129 dated December 1965 in a short article by H.J. Piltz and in the "Fleet News" section of the same magazine in issue 130 the following month.



Rotherham 44 on the "last day" NTA tour at Kimberworth, Ewers Road

Photos: Rod Bramley



Rotherham 30 in use for the SOES-NTG tour at All Saints Square, also on 3 October 1965

I do not have an itinerary for the tours on 44, but it clearly was the final trolleybus on some sections of the system and it would be interesting if any of your readers have further details. There is no doubt, however, that no.30 was the last Rotherham trolleybus !

Rod Bramley (Barmouth)

P.S: You were querying location of the photo on page 22 of 'Scene no.89 of Wellington 82 in Walsall, in Francis Whitehead's excellent article *Introducing Wellington 82*. I'm pretty sure that the picture was taken in Carl Street, just before the southern entrance to Birchills Depot.

TROLLEYBUS ANNIVERSARIES

Compiled by Geoff Welburn

July to September 2013

Systems Opened

- 100 years since Ramsbottom opened on 14 August 1913
- 90 years since Ipswich opened on 2 September 1923
- 85 years since Doncaster opened on 22 August 1928

Systems Closed

- 85 years since Leeds closed on 26 July 1928
- 55 years since South Lancashire closed on 31 August 1958
- 50 years since Portsmouth closed on 27 July 1963
- 50 years since Ipswich closed on 23 August 1963
- 45 years since Huddersfield closed on 13 July 1968

RUNNING DAYS IN 2013

(Open 11.00am - 5.00pm unless stated otherwise)

Weekend Trolleydays <i>featuring a Teddy Bears' Picnic</i>	Saturday, 13 July 🚍 Sunday, 14 July
'Gathering Saturday Trolleyday - a preview of 'Gathering Day itself: twilight trolleybus operation & real ale beer tent	Saturday, 27 July 🚍 (Open 11.00am - 10.00pm)
Sandtoft Gathering 2013 <i>with visiting historic vehicles, transport flea market, live music, real ale beer tent & lots for the family to see & do</i>	Sunday, 28 July Free Bus (Open 10.00am - 6.00pm)
Blues & Twos Weekend & Trolleydays <i>featuring dramatic emergency services displays</i>	Saturday, 10 August 🚍 Sunday, 11 August Free Bus
Late Summer Bank Holiday Weekend Trolleydays <i>presented by the British Trolleybus Society</i>	Saturday, 24 August 🚍 Sunday, 25 August Monday, 26 August Free Bus
Model Weekend & Trolleydays <i>featuring model trolleybus, tram & train displays</i>	Saturday, 7 September 🚍 Sunday, 8 September Free Bus
European Trolleybus Day & Weekend Trolleydays <i>featuring modern trolleybus technology & operation exhibitions</i>	Saturday, 21 September 🚍 Sunday, 22 September
St. Leger Historic Vehicle Rally	Sunday, 13 October Free Bus
Twilight Trolleyday <i>with twilight & after-dark trolleybus operation</i>	Sunday, 17 November (Open 11.00am - 6.00pm)

🚍 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 (adjacent to railway station) direct to The Trolleybus Museum. Departs Interchange Bay C6, at 12.00noon. Return departs Museum at 4.00pm (journey time approx. 40 minutes)

Additional journeys will operate on 'Gathering Day and St Leger Rally day – see website for details

ADMISSION (charges include a Gift Aid donation):

Adults £7.00 Seniors (61+) £6.00 Concessions £5.00 Family (2 Adults + up to 4 Concessions) £22.00

On days shown on dark red background:

Adults £9.00 Seniors (61+) £7.50 Concessions £6.00 Family (2 Adults+ up to 4 Concessions) £28.00

For full up-to-date details, visit www.sandtoft.org