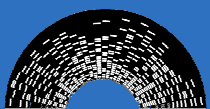


# Sandtoft Scene

October 2013  
No. 91



ACCREDITED  
MUSEUM

News and Views from  
The Trolleybus Museum at Sandtoft



**Sandtoft Transport Centre Limited**  
The Trolleybus Museum, Belton Road, Sandtoft,  
Doncaster, North Lincolnshire, DN8 5SX.  
Registered in England No.1747475

Registered Charity No.514382

**Give As You Earn Reference:** 000495640

**HM Revenue & Customs Giving Through Self Assessment Return Reference:** RAQ90NG

**Information Line:** 01724 711391

**Fax/ Messages:** 01724 711846

**Website:** [www.sandtoft.org](http://www.sandtoft.org)

**e-mail:** [trolleybusmuseum@sandtoft.org](mailto:trolleybusmuseum@sandtoft.org)

**Directors:**

Chairman & Engineering Director	Graham P. Bilbé	<a href="mailto:grahambilbe@sandtoft.org">grahambilbe@sandtoft.org</a>
Company Secretary	C. Bruce Lake	<a href="mailto:brucelake@sandtoft.org">brucelake@sandtoft.org</a>
Managing Director	Steven J. Harrison	<a href="mailto:steveharrison@sandtoft.org">steveharrison@sandtoft.org</a>
Financial Director (& Development) Director	Francis R. Whitehead	<a href="mailto:fwhitehead@sandtoft.org">fwhitehead@sandtoft.org</a>
	Nicholas G. Broxholme	<a href="mailto:nickbroxholme@sandtoft.org">nickbroxholme@sandtoft.org</a>
Facilities Director	Anthony G. Ferris	<a href="mailto:tonyferris@sandtoft.org">tonyferris@sandtoft.org</a>
Director (& Retail Services)	Christopher N. Proctor	<a href="mailto:sales@sandtoft.org">sales@sandtoft.org</a>
Operations Director	Ian H. Wilson	<a href="mailto:ianwilson@sandtoft.org">ianwilson@sandtoft.org</a>

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](mailto: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:** Liège 425 in front of the memorial garden awaiting afternoon duties during this year's 'Gathering

*Photo: Janet Stainforth*

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

Helped, perhaps, by a better-than-average run of summer weather, this season's open days have seen very healthy numbers of visitors coming through Museum reception. This is always encouraging for everyone involved, as is the positive feedback we so often receive, as captured in some of the *Dear 'Scene* letters in this issue. We even found ourselves having to print an extra run of copies of *'Scene* no.90 to meet the demand from all the new members joining in recent months. Without wishing to sound complacent, we must be getting something right!

This year's 'Gathering proved very successful, with special credit going to those who organised the display of visiting vehicles: an impressive number of interesting cars, buses, coaches and commercials. These are reflected in the four-page spread of 'Gathering photographs, but making the selection this time has not been easy, with so many good subjects to choose from. Many thanks to everyone who sent in photographs recently - lots more than we have space to print, but, with around seventy of them included in this edition of *'Scene*, we have probably set another record. Our pictures also show how very well cared for the Museum has been looking this summer, and many visitors have noticed the work on the gardens and flower beds, with floral displays at their most attractive for the 'Gathering weekend. As usual, the event was an outstanding team effort by all the volunteers who made it happen - Thank You, Everyone!

Looking ahead, our Museum development initiative is very much on track to go ahead, although the purchase of the additional land (jointly with the BTS) is clearly taking longer than expected. The transaction is a complex one, but with the exact boundary locations and measurements now finally resolved, we are optimistic that contracts will be exchanged very soon.

## NEW MEMBERS

We extend a warm welcome to:

Mr Martin Battye (Huddersfield)	Mr John Hobbs (Doncaster)	Miss Jenna Scholz (Bonnybridge)
Mrs Susan Battye (Huddersfield)	Mr Jonathan Hobbs (Doncaster)	Mr Adam Shailes (Ealing)
Mr Alistair Cameron (Swinton)	Mr James Hoffman (New York, USA)	Mr David Shailes (Ealing)
Mrs Sylvia Cameron (Swinton)	Ms Sharon Jones (Market Rasen)	Ms Sarah Shailes (Norwich)
Mrs V Chave (Kirkby in Ashfield)	Mr Darren Kidd (Ealing)	Mr Jonathan Stafford (Goole)
Mr Allan Cotton (Yarm)	Dr Phil Lacey (Belper)	Mrs Lyndsey Stafford (Goole)
Mr Robert Cumming (Bawtry)	Mr John Marshall (Lincoln)	Mr Geoffrey Stone (Doncaster)
Mr Martin Dethridge (Pontypool)	Mr William Messingham (Cleethorpes)	Mr Brian Sturgess (Doncaster)
Mr J H Doyle (Bishop's Stortford)	Mrs Brenda Messingham (Cleethorpes)	Mr Cameron Sturgess (Doncaster)
Mr Martyn Gaunt (Market Rasen)	Mr David Mooney (Tenby)	Miss Francesca Sturgess (Doncaster)
Mr Keith Hales (Uxbridge)	Mrs Samantha Morley (Sandtoft)	Mrs Sue Sturgess (Doncaster)
Mr Geoff Hamill (Doncaster)	Mr Donald Mower (Brigg)	Mr Billy Sunter (Sheffield)
Mrs Jane Hamill (Doncaster)	Mr Andrew Parrish (Barton u.Humber)	Mr Danny Wilkinson (Lincoln)
Mr Peter Harrison (Warrington)	Mr Richard Payton (Melton Mowbray)	Mr M C Wright (Buxton)
Miss Grace Hobbs (Doncaster)	Mrs Susan Powell (Burton-on-Trent)	

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

## **LIFE IN THE TEA TROLLEY**

**Mike Johnson**

The gentle wafting aroma of bacon or toast always heralds the promise of a warm welcome at *The Tea Trolley* Café. This is the social hub of the Museum for visitors and volunteers alike: a place to chat and to enjoy an environment with café tables full of hot dishes, sandwiches, cakes, drinks and desserts. And when the sun is shining, the tables outside become the ideal place for refreshments and relaxation. The menus include bacon, sausages and pastries, and who can resist the famous “calorie-free” chocolate cake, the egg-custards or the many other home-baked delights on offer? Making all this happen is a dedicated team of volunteer ladies we all know as the “Trolley Dollies”. Whether it is The 'Gathering, a special event such as Blues and Twos or the St Leger Rally, or a quieter Trolleyday, our Trolley Dollies are a vital feature of the Museum.

So what goes on behind the scenes on an open day? Much has already happened before any visitors arrive. The cakes and scones are usually baked in advance, at the home of cook-in-charge Cherryll Crowther, or by Judy Martindale or Gill Ferris, who also take care of the shopping, so that essential stocks and supplies are always in place. Then, in the café kitchen, there is plenty of setting-up and preparation work to do: topping-up the fridges, shelves and displays, and making sure that the day's fresh provisions have been delivered. Baps are buttered, sandwiches prepared, and ovens and water-boilers heated-up ready for the first visitors coming in.

At this time of day *The Tea Trolley* Café doubles-up as a place for volunteers to meet during the hour-or-so before the doors open to visitors. These meetings are a crucial part of getting the day's operations off to a smooth start, ensuring a good discussion about the preparation of buildings and vehicles, and involving all the necessary people, before they “disappear” to their many activities around the Museum site. Talking matters over with a cup of tea is always worthwhile!

At 11.00am the Museum opens and soon begins the demanding process of serving the customers, cooking and delivering the hot food orders, whilst simultaneously managing the essential clearing-up and cleaning, during the busy lunch-time and throughout the afternoon. Plenty of multi-tasking is required, given the different methods of cooking and serving everything, and the wide variety of menus that include fried breakfasts, soups, toasted tea-cakes, jacket potatoes with tuna, and salads with chicken and cheese. Crisps and chocolate bars are always available, along with an ample selection of hot and cold drinks. For dessert our visitors can choose from a variety of offerings that include iced buns, pastry slices and vanilla sponge cake.

When the afternoon's events have come to an end, the work continues: equipment and preparation areas must be thoroughly cleaned, washing-up needs to be completed all the crockery and cutlery stowed away. And finally, after all this, the ladies on duty really deserve some time to relax!

Our visitors frequently call at *The Tea Trolley* many times during their stay,

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*Left:*  
Cherryll Crowther  
carefully prepares  
a lunch order



*Right:*  
Gill Ferris sets out  
all the buns,  
pastries and cakes  
to create a  
tempting display



*Left:*  
Bernice Needham  
brews yet another  
mug of tea



*Right*  
Judy Martindale  
prepares the bacon  
rashers



*Left*  
Sam Marett turns a  
pan full of sizzling  
bacon



*Right:*  
Audrey Rennie  
busy buttering the  
sandwiches

*Photos this page:*  
Mike Johnson



Visitors relaxing inside *The Tea Trolley* during the Worldwide Weekend event  
*Photos: John Stainforth*

often commenting on how very reasonable the prices are. Official and unofficial awards abound, including the “5”-rating for food preparation and hygiene - an important responsibility to which the Trolley Dollies pay great attention. And, in addition to running the café and keeping its customers satisfied, at Easter they will be busy hiding eggs for the Easter egg hunt. For special weekends they will be preparing themed cakes and making up goody bags, and for the Teddy Bears’ picnic, they will be placing teddy bears around the Museum and judging the best-dressed teddy.

In addition to the six ladies in the photographs, others providing vital help from time to time include Lyn Smith, Hazel Allen, Dyan, Nora and Susie Powell.  
**Well done, Trolley Dollies, and Thank You for everything!**

### **Life outside *The Tea Trolley* ....**

Wearing the distinctive “Jubilee pinafore”, Bernice Needham makes a quick check on the outside tables ... with matching bunting to mark this year’s anniversary of the Coronation





The 'Gathering means the busiest day of the year inside *The Tea Trolley*, with customers enjoying refreshments out of doors before the afternoon's sudden downpour

As the activities of the 'Gathering draw to a close, Sandtoft veterans reminisce over half a century of trolleybus experiences: (left to right) Steve Collins, Keith Jenkinson, Tim Stubbs, Graham Bilbé and Philip Jenkinson



*Photos: John Stainforth*

**The Editor adds:** Not only do our Trolley Dollies provide such a friendly and helpful service to our visitors: they also make *The Tea Trolley Café* a very substantial earner of revenue for the Museum. Francis Whitehead's annual presentation at the AGM puts this clearly in perspective: last year's café profits totalled over £8,500 - a very important "slice" of the Museum's income, along with the *Trolleyshop's* profits of around £4,000 and the admission takings of around £19,000. And, whilst remembering that **all** our volunteers make significant contributions to the Museum's overall success, we have to recognise that the Trolley Dollies are rather special because it is usually their husbands or partners who are the trolleybus enthusiasts. Extra credit, therefore, is due for everything they do!

## **AGM REMINDER**

This year's AGM will be held at the Museum on Saturday 16 November at 1:30 pm. The agenda is enclosed with this issue. After the formal business meeting there will be an open forum for discussion of topics of interest to members.

## NEWS ROUND-UP

*including contributions from Stewart David, Mike Johnson, Bruce Lake & Andy Thornton*

**Traffic Department:** Stewart David writes “The managerial and training position appointments we made earlier in the operating season have bedded in very nicely now and both Mike Johnson and David Croft have been kept busy with training three new conductors to join our expanding team of regular traffic staff. In addition, two more trolleybus drivers are under training at present with John Zebedee successfully ‘passing out’ as a new driver over the recent August Bank Holiday weekend.” Mike Johnson adds: “Behind the scenes, all the conductors’ money-bags are being renovated, some being professionally repaired by a cobbler near Rotherham’s Wickersley terminus. These now have new straps, new leather pieces, new stitching, new leather-rivets and a final coating of brown shoe polish. Also underway is a general sorting-out and tidying-up of the Traffic Office, which includes checking the state of all the ticket machines - working, broken and dismantled. Some are being taken away for repair and those beyond repair will be discarded. The serviceable ones are receiving routine maintenance including re-inking”.

### **It’s those bears again...**

The Teddy Bear raffles have again been a very popular feature of many of our open days this summer, thanks to the enthusiasm of Brenda and Jason Bowers. Raffle proceeds go towards the purchase of materials for the continuing restoration of Nottingham 367. Meanwhile, the work on 367 by Steve Collins and John Whipham moves steadily forward, and we hope to include a progress report in the next ‘Scene.



*Photo: John Stainforth*

### **Museum Accreditation**

Next year we have to renew the accreditation status of our Museum, as five years have elapsed since the last submission. Our application will be more arduous this time as the required documentation has changed, needing more time and effort from those tasked with producing it. Fortunately we have managed to engage the services of a few professionals (at no cost) under a scheme run by our local Museum Development Officers to provide assistance to the museums in their region. Three specific areas have been identified for attention - business and forward planning, effective staff management and audience development. The first and last of these will be provided by the MDOs expert in those fields, whilst the staff management proposal will be handled with help from an outside expert recommended by them. We expect



that this will cover volunteer recruitment and retention, an area which we need to strengthen, particularly in the light of our expansion plans.

## The Sunbeam Bicycle Shop

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Visitors will have noticed the smart new sign at the entrance to the *Sunbeam Bicycle Shop*, which names its proprietor as Geoff Warnes. Geoff (above) was delighted by this personal touch, which recognises his dedicated work over many years to make it such an interesting and attractive feature of the Museum

*Photo: David Lovegrove*

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**New seats for old:** Andy Thornton's upholstery skills are once again being applied to good effect, this time to a large number of stacking chairs in need of re-trimming, which were acquired last year by Graham Bilbé. A prototype refurbishment has been successfully used in *The Tea Trolley* café for several months. Recent purchase of a quantity of moquette at a bargain price led to production of a second prototype. Subject to approval, it looks like being a homework project for some months!



*Left: Work in progress and (right) one of the finished results*

*Photos: Andy Thornton*

## VEHICLE REPORTS

*Compiled from notes supplied by Bob Ashton, Bruce Lake, Stewart David & John Stainforth*

**Edmonton 189** returned to service for the Worldwide Weekend, following the repairs to its electronics described in Bruce's article on Page 14.

**Huddersfield 631** is still undergoing refurbishment off-site. Its repaint progresses well, but the work on the upholstery has been slow due to Thamesdown Transport's other commitments.

**Walsall 872** has returned to us after being repainted by Thamesdown Transport and its refurbished traction motor was refitted. Work progressed to prepare 872 for re-launch at the BTS weekend, but the unusual hydraulic arrangement of its braking system proved to be a bigger challenge than expected and unfortunately it wasn't fixed in time to enable service operation at the event.

**Doncaster 375:** Work continues both inside and out: the cab is now receiving attention and all the old external maroon paint has finally been removed. Ian Metcalfe has been busy cleaning and painting the chassis ready for the traction motor (which returned, refurbished, from Bradford on 12 June), to be re-fitted.



Above: 375's motor arriving back from its renovation

*Photo: Bob Ashton*

Top right: The last of the external maroon paint being removed from the front panel by John Boddy

*Photo: Bob Ashton*

Bottom right: Several panels have now had a coat of primer applied by Bob Ashton

*Photo: Len Smith*



For more pictures of the restoration progress visit [www.sandtoft.org/members](http://www.sandtoft.org/members) and follow the link entitled "The Restoration of Doncaster's Last Trolleybus".

**Bradford 792:** A few weeks after the replacement in May of the broken offside trolley boom, 792's nearside boom was subjected to a rigorous inspection, as a safety precaution before returning the vehicle to service. This was important because the offside boom had become corroded and had broken inside the "invisible" section, where it is clamped into the fittings attached to the trolley base. With much assistance from Ian Metcalfe, 792's owners detached the nearside boom to work on it at ground level, where "jim crows" could be used to reduce some of its curves. After stripping off several layers of old cloth tape, it was clear that the entire length of the boom was sound, so it was re-taped and refitted, with everyone reassured of its good condition. 792 was operating again for the Teddy Bears' Picnic weekend, but its annual inspection ten days later revealed a crack in one of the chassis members in the area of the nearside wheel arch. Welding repairs were carried out by Wilson's (on the opposite side of Belton Road) and a few other items dealt with "just in time" for 792 to be passed fit for service on 'Gathering Saturday.

**Wellington 82:** The Museum has applied to Arts Council England (ACE) for a PRISM grant to help fund 82's restoration. Until a decision (now expected imminently) has been made by ACE, a start cannot be made on 82 by Thamesdown Transport as work already underway is ineligible for this funding.

**Huddersfield 541** left Sandtoft on 27 August to spend a few weeks at the East Anglia Transport Museum. This trolleybus is owned by the National Trolleybus Association, which marks its 50th anniversary this year. As part of the celebrations, 541 and their Bournemouth open topper, no.202 were scheduled to operate at Carlton Colville during the event there on 14/ 15 September.

## **TROLLEYBUS ANNIVERSARIES**

**October to December 2013**

**Compiled by Geoff Welburn**

### Systems Opened

- 90 years since Wolverhampton opened on 29 October 1923

### Systems Closed

- 50 years since Doncaster closed on 14 December 1963
- 45 years since Reading closed on 3 November 1968

## **DEAR 'SCENE**

### **"The Route to Sandtoft" - A Correction**

Sincere apologies from the Editor to "Black Rod" for an error introduced in the process of editing his article in *Sandtoft Scene* no.90. Whilst reducing the text of the caption to fit into the space alongside his photograph of Huddersfield 590, I managed to lose the information about the three-piece destination layout, and the result was an incorrect statement about the three-section front windows. This **should** have read: "590 itself might have been a candidate for preservation since there was already interest in saving one of these Sunbeam MS2s with their distinctive Park Royal bodywork featuring three-section front upper deck windows. Sadly for 590, it had been fitted with the then standard front destination displays, so ultimately 541, with original three-piece destination layout was saved. However, 590 and sister trolleybus 588 became the last of this vehicle type to be withdrawn from normal service – possibly a

dubious honour.” Thanks to David Beach, Philip Jenkinson and Brian Priestley for highlighting the mistake, and for the reminder that none of the unrebodyed trolleybuses of this type ever had their three-section front windows replaced.

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*Dear 'Scene*

Huddersfield 590 retained its distinctive three-window layout until it was scrapped. The modification referred to in the caption was to the three-box destination display, which had a “via” blind above the destination blind and the route number to their right. All the class had been delivered like this, but some had the arrangement replaced by the more modern and standard two-box display, with the route number box above a single destination/ via blind box. Seven “Park Royals” of the 541-592 series (541/ 2/ 4/ 7/ 9 and 588, 590) were never rebodied, and of those seven, only 541 and 544 retained the three-box destination display until withdrawn, the others being updated at their final overhaul in 1960/ 1.

I am not personally aware of any scheme to preserve 590, which could be misunderstood on reading the caption. The tour in 590 as shown was a fund raiser organised by Anthony Stevenson, a Huddersfield teenager whose main interest was in preserving Glasgow 1297, though he was (and still is) a keen trolleybus enthusiast. It was his enterprise which inspired three younger Huddersfield teenagers (Stephen Lockwood, Trevor Longbottom and myself) to embark on a scheme to preserve one of the Huddersfield Park Royal bodied trolleybuses. Noticing that no adults seemed inclined to do anything about it, we started raising funds late in 1963, but suspected that we would not have time to collect enough money to rescue 541 or 544, which were known to be due for withdrawal in early 1964. Instead we set our sights on 549, which was reputed to have at least another year to go. (588 and 590 were in the same situation). As things turned out, some time after 541 was withdrawn in February 1964, the National Trolleybus Association (of whom we had never heard but who seemed to be based in Wolverhampton) submitted a tender for 541 which we believe was around £25. This was well below the scrap value of £75, and the tender was turned down. However, the Council chose to present the trolleybus to the NTA instead.

Therefore we abandoned thoughts of preserving any of that class and set our sights on 593. We were thwarted in that scheme, but, with the help of a lot of members who had swelled our ranks, in due course purchased 631. But that, as they say, is another story.

*David Beach (Minehead)*

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*Dear 'Scene*

Huddersfield 590 was never a preservation candidate. The Huddersfield Trolleybus Preservation Fund was founded in spring 1964 to preserve 549 and the news that 541 had been donated to the NTA came through literally days before the inaugural tour on 549 on 24 May, with the result that the proposal to preserve it was abandoned. 590 remained in service until 14 July 1965 and the question of its becoming a preservation candidate therefore never remotely arose

*Philip Jenkinson (Huddersfield)*

## **COGS IN OUR PUBLICITY MACHINE** Francis Whitehead

The success of our Museum in attracting visitors and consequential business income depends largely on the publicity we are able to generate and our marketing strategy.

The whole subject of marketing, publicity, public relations and commercial enterprise is complex and can be quite diverse. For any business to survive, it needs an income and whilst some may regard our Museum as simply a hobby, we are actually in both the heritage and the tourism business and, amongst other things, have to be “commercial” in order to achieve the desires enshrined in our Vision Statement, printed every time on page 2 of *'Scene*.

All this commercial activity has to be co-ordinated to be effective. The Board has concluded that the best way forward would be to appoint a Commercial Manager, reporting to me, as Financial and Development Director, with additional personnel assisting the Commercial Manager with different tasks - for example, a press officer and assistant “journalists” (two or three individuals to write about our plans, achievements and events for submission - along with photographs - to newspapers and magazines, radio and even television), an advertising manager/ designer, a leaflet distribution co-ordinator (more about this below) and a grants officer; no doubt there will be other related jobs to do. Please contact me (see page 2 for contact details) if you would like to become part of this very important team, or be our Commercial Manager.

For 2014 (and beyond), we want a more effective distribution of our leaflets: we currently utilise a specialist contractor, but consider we could reduce our costs and improve and extend some elements of this by using volunteers. The majority of our “casual” visitors probably live (or, on the day, travel from) within a 50-mile radius of Sandtoft and this has to be the main target area to distribute our leaflets. We are therefore looking for volunteers to distribute leaflets (and posters) in defined areas within that 50-mile radius and to commit to maintain stock levels during the “visitor season” (roughly 1 March to 30 September) at the various leaflet outlets. Essentially, this will be at council offices, Tourist Information Centres (TICs), libraries and public museums etc., and then any suitable locations you are able to negotiate - independent museums, steam railways and other tourist attractions, supermarkets and shops, hotels, B&Bs, restaurant receptions, pubs and clubs and so on - maybe even doctors’ surgeries and hospitals and anywhere people meet: obviously, the more comprehensive the coverage you can obtain, the better! We are quite happy to take leaflets from other attractions to put in our “brown tram” as a swap and if you need to do so, we can pay you your reasonable out-of-pocket expenses (e.g. car parking charges). Ideally it is the town or area where you live or work that we require assistance with as local knowledge and contacts are important.

Further afield, we would like to do leaflet swaps and put our leaflets at other transport and industrial museums, heritage railways and the like.

If you are willing to be a cog in our publicity machine and do your bit to further the success of our Museum, please contact me (details on page 2).

## RECENT RUNNING DAYS

**Worldwide Weekend: 29-30 June**

**Bruce Lake**

**The Preparations** This year's Worldwide event was held earlier than usual, taking advantage of several of our overseas trolleybuses still being within the currency of their annual test, which took place shortly before last year's event in August. Creative scheduling like this helps to keep the load on the testing team to a manageable level! Our worldwide fleet comprises no.5 (or "Vera") from Limoges, 22 from Aachen, 140 from Porto, 189 from Edmonton, 202 from Marseille, and 425 from Liège. Of these, 5, 202 and 425 were still "in test" and 189 only needed to pass an intermediate test before returning to service. 22 is awaiting a major overhaul and has not run in service for a number of years, but sometimes comes out for display or to make short demonstration runs. This year we elected to leave 22 in the depot, as it is a struggle to remove it and no tidying-up work has recently been done on it, nor has it been inspected for safety. Unfortunately, 140 had a major problem with its electrics a few years ago, and despite several attempts to get it running again, a few of which improved it a little, it still doesn't run. However, as one of the world's last double-deck trolleybuses to operate in regular service, we felt that it would be nice for 140 to be out on display. There was also another reason which will become clear later.

Edmonton 189 posed the biggest problem during the preparation work. This vehicle has trouble every spring after a winter of cold, damp conditions. This was a known problem even in Edmonton, where the engineers (some of whom I'm in touch with) always had difficulty getting them running again after a period of winter inactivity. Some of the fleet would spend winter "in store" as service rostering did not require all of them. 189's electrics are very complicated compared with a normal British trolleybus, as it has electronic "chopper" control with many components operating a number of thyristors which power the motor. In previous years it had been a relatively simple matter to follow Edmonton's checklist of potential problem areas to get 189 going again. This year, none of these worked.

After weeks of trying many possible remedies, we were no further on than when we started. Sometimes there was a glimmer of life and sometimes nothing. My contacts were suggesting all sorts of solutions, but from a distance and with hardly any information to go on, this wasn't easy and none of their ideas worked. Testing some of the cards in the ECU (electronic control unit) suggested that there were faults, but were these caused by the particular card, or its inputs? Exchanging cards for a second set I had to hand produced no success. It was at this point I decided we needed another set of cards, in case the same card was faulty in both sets. I suspected that we had another card rack amongst the spares delivered in a huge crate when 189 was shipped to Britain. However, opening this crate was no easy task: it measures 9'0" x 4'6" x 4'6" and had been constructed to be watertight for marine shipping. It was also hemmed in at the back of the depot by Bradfords 706 and 562 and Porto 140. Now you can see why it was a good idea to get 140 out on

display! Once we had broken into the crate I unearthed the further spare ECU rack. Rather than start the tedious job of exchanging boards one by one, I decided to change the whole rack. By now it was only three days to the event, so drastic action was needed. I did this really for elimination purposes as I didn't think the rack was faulty. However, on swapping it, 189 burst into life once again! I still need to establish what was wrong with the old racks and trace some minor faults, but for now it was working - a huge relief.

**The Weekend** itself went well and the weather was pretty reasonable. Getting 189 working proved to be valuable as at least three people I talked to had visited specifically to see it running - one of them was from America! Nos.5, 202 and 425 all ran fine as well, and Maidstone 72 made up the British contribution and gave visitors a double-decker to ride on. Vera had a black bow mounted on the front in memory of its owner, Martin Nimmo, who had died after a long illness a few weeks earlier. A big surprise (for me) on getting 425 out of the depot was that a number of vinyls have been added - for the rear exit ("sortie"), the Belgian number plates and a splendid "SOUBRY macaroni" advert on the back. This made it look even more the part.

In the absence of any foreign motorbuses, the diesel-powered contingent was provided by

Doncasters 22 and 55 and Sheffield 1357. This Atlantean has proved pretty popular as riding the top deck gives a much better view of the Isle of Axholme on the tour (although it does make it rather difficult for our guides to provide their talk to both decks!). A Doncaster service had been advertised for the Sunday and this did bring in a few visitors. Indeed, the Doncaster special buses have been doing much better of late, probably due to extra advertising of the services. The Saturday link-up with the Epworth service bus is also doing better, as more people find out how to take advantage of it. Just to prove how easy it is, the visitor from America managed to get to the Museum on it!

With overseas trolleybuses out and about for the weekend, we were able to carry out more driver training on them whilst the Museum was closed to visitors. This will help to alleviate the shortage of suitably-qualified drivers on open days when several foreign vehicles are running.



A repaired 189 framed by roses beside the 1950s Prefab - a reminder of the loving care applied by our gardening volunteers

*Photo: Jason Bowers*



*Left:* Limoges 5 adorned with a black bow on the front panel in memory of Martin Nimmo, who had rescued it for preservation in 1989

*Below, right:* Liège 425 now sporting an additional period-style advertisement and traditional Belgian number plates

*Below, left:* Skillfully clutching clipboard, pen and hammer in his left hand, Graham Bilbé discusses vehicle testing results with Tony Ferris

*Photo: David Lovegrove*



We were delighted to welcome James Hoffman from New York (and seen here on the right with Bruce Lake) to the Museum. He had made a special visit and took his first ever trip on a double-decker. He had, however, travelled on 189 in Toronto, when it was on loan there!

*Photo: Tim Stubbs*



Work on the trolley booms of Bradford 792 provided a rooftop vantage point for activities in Sandtoft Square

Photo:  
John  
Stainforth



### 'Gathering 2013: 27-28 July

**Bruce Lake, Stewart David et al.**

This year's 'Gathering went particularly well. The organising team made special efforts to rally as many visiting vehicles as possible, which totalled 97 on the day. This far exceeded recent years, and happened thanks to a small number of keen volunteers going out of their way to distribute entry forms.

Over the preceding days, many of our collection were moved from the depot to the display area, which this year was located on our own piece of land beyond the workshop. This was because the "figure of eight" on Whites' land was not available on the Saturday due to a car boot sale, although this area was kindly made available to us on the Sunday for visitor parking. Our engineering team was kept very busy right through the last few days getting several of our operational fleet of trolleybuses tested. Likewise, a very small team of vehicle cleaners did their best to get vehicles washed and prepared for service. The trolleybus service was very well organised and nine different trolleybuses provided 150 service runs over the weekend, carrying over 2,200 passengers. The Preview Saturday seems to be becoming more popular every year, with over 500 passenger journeys made and a very well patronised twilight service operation carrying impressive loads right up until 10.00pm. On Sunday, the trolley and motorbus services started at 10.00am and soon became very busy indeed. The trolleybuses running were Glasgow TB78, Reading 113, South Shields 204, Liège 425, Huddersfield 541, Bradfords 746 and 792, Manchester 1344 and London 1812.

Stars of the show were undoubtedly Huddersfield 541 and Liège 425: 541 was operating at its first 'Gathering following repairs, having never run at a 'Gathering since the early days. 425 is generally seen as somewhat delicate and for this reason has not run at recent 'Gatherings. However, after a number of successful recent outings, it was chosen as an unusual eye-opener for our visitors, and in the event performed very well, carrying good loads throughout its shift. In total, over 1700 trolleybus passengers travelled on Sunday. On both days the Isle Tours and the Doncaster free bus services were also well organised and well patronised, many runs being made ([continued on page 22](#))



# SANDTOFT GATHERING 2013



1: A line of resident vehicles in the morning sunshine      2: Stagecoach 1998 Volvo Olympian  
 3: An unusual angle on Reading 113      4: Andrew Fieldsend and Nora with Cleethorpes 54  
 5: Sales stalls inside the depot      6: Relaxation and refreshments around the beer tent

Photos: 1/ 2/ 5/ 6 - John Stainforth, 3 - Jason Bowers, 4 - Tim Stubbs





7



8



9



10

**7:** Seven of the nine trolleys ready for service **8:** A special destination on the Stagecoach Olympian **9:** Games and activities in the Skegness building **10:** The fairground organ's vintage towing vehicle **11:** Jazzmen in action on the central lawn **12:** Reflections and a rainbow following mid-afternoon downpour  
*Photos: 7-11 - John Stainforth, 12 - Tim Stubbs*



11



12



# SOME OF THE VISITORS



Photos: 4 - Jason Bowers, 6/ 9/ 10:- David Hanchett, others - John Stainforth





# AT 'GATHERING 2013



by visiting vehicles, which enabled visitors to sample buses they would not normally get a chance to ride on. The traffic department successfully met its main goals of always having a trolleybus for visitors to board, allowing crews a short break and sending a passenger-laden vehicle away as the one following began to turn in towards the *Regal* bus stop. Total passenger numbers over the two days were almost identical to last year, with a slightly greater proportion this year on Saturday. Very few operational difficulties were encountered and the whole operation was a real credit to all those involved.

### **'Gathering 2013 - A View from the Platform** **Rob Whitehead**

Although I've seen the 'Gathering twice before from Reception, this was my first time seeing it from the rear platform, on what was only my second open day conducting alone. On Sunday I was given a two hour stint from 12:00 till 2:00pm on Reading 113 with driver Tim Stubbs. This time was mostly spent enjoying the sunny weather from the back platform, except when issuing tickets from a London Transport Gibson machine. However, at around 3:30pm, heavy rain set in for a short time and during this shower I was required to manually pull the electric frog. It only seemed to be working intermittently, despite driver Tim's best efforts to operate it automatically! The mode of operation on 'Gathering Day is when the conductor of the trolleybus being loaded sees a trolleybus approaching the lay-by, they ring off the driver so the vehicles behind can move forward before the arriving 'bus stops. This avoids the one arriving having to move forward again after unloading its passengers, and thus keeps movements simpler for both its conductor and the driver.

### **Blues and Twos Weekend: 10-11 August** **Richard Jackson**

Throughout our first August operating weekend we experienced a multitude of emergencies: four people trapped inside a burning building, two hit-and-run incidents and our precious prefab building being hosed-down. Twice! Fortunately all these were pre-arranged demonstrations for visitors who came in their droves to observe a plethora of emergency service vehicles from years gone by to the more present-day varieties. The vehicles and their crews entertained the crowds throughout the day beginning with a spectacular "Grand Parade" around the Museum site at 12.00.

From a conductor's perspective, the weekend proved to be more relaxed than our normal weekend Trolleyday service. This was mainly due to the need to isolate the power from the overhead wiring for approximately ten minutes each hour whilst the fire crews blasted water over the incidents. In total, the number of trolleybus trips was only about 16 for each day. The Sunday service was certainly more of a challenge. Unfortunately, the whole of the Sandtoft area was without electricity that day due to maintenance work. Therefore, in preparation, we had a generator brought onto site to ensure that the trolleybus service could continue. Unfortunately, the first journey of the day was made by Huddersfield 541, which only managed an impressive 30 feet before the generator decided this was too much to handle and turned itself off! Luckily, we have an ample supply of motorbuses on site ready to offer a replacement bus service. So Doncaster 55, with Chris Proctor at the wheel, completed the

“maiden trolley ride” of the day. It only took about 20 minutes to get the electricity back on and running again. However, this also caused chaos at the reception building, where all the takings had to be processed manually until the till could be switched on again. The only issue with this generator was that it could not handle the power drawn from a three-axle trolleybus, so we had to spend the day running only two-axle vehicles instead. Manchester 1344 and Bradford 792 were chosen, and, for the rest of the day, our drivers were proceeding very cautiously round the site, desperately trying not to be too heavy-footed in fear that the generator would stop again. On the positive side, this gave us conductors plenty of time to issue the tickets!

The number of vehicles that attended for the weekend was impressive. The a selection included variety of police cars ranging from an MG and a Ford Anglia



*Left: Police motor cycles and cars from several decades  
Richard Jackson*

*Below: “Green Goddess” RXP688 of the former East Riding AFS  
Andy Thornton*



*Above: Former industrial Karrier/ Carmichael fire appliance KFE165  
Andy Thornton*

*Right: A variety of visiting ambulances  
Richard Jackson*



to the modern “Interceptor” car and a good number of ambulances. There was also a mixture of fire service vehicles ranging from the wartime “Green Goddess” to the more modern types.

On both the Saturday and Sunday, the emergency demonstrations followed the same time-table: a “Grand Parade” at 12.00, a “Works Brigade turn out” at 1.00pm, “Persons Trapped Inside a Building” at 2.00pm, a “Hit and Run” at 3.00pm, and finally, a “Warden-aided Complex Fire” at 4.00pm. This allowed plenty of opportunities for visitors to observe the demonstrations whilst enjoying the Museum as well. Throughout all these dramas, a continuous commentary was provided which kept the crowd enthralled and really helped to attract attention to the show.

Emergency teams respond to a hit-and-run incident on the zebra crossing  
*Richard Jackson*



The demonstrations offered a rare insight into the tactics used by the various services. For example, they showed a “decontamination shower” in action, which proved very popular on both days. The only drawback was a rather strong easterly wind which managed to carry all the spray directly into the observing crowd! Along with a few other regular visitors, I found myself standing elsewhere on Sunday, having learnt a lesson - a choice between “unfortunate atmospheric conditions” or “audience participation”.



Fire crews hose down the 1950s prefab  
*Richard Jackson*



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A yellow-clad victim is doused with spray in the decontamination shower

*Richard Jackson*



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We came very close to having an incident-free weekend from an operations perspective. All went well until the very last trolleybus ride on Sunday. At 4.30pm there were very few visitors around, so we announced the last ride. In total, no more than two families came over for a final trip on 1344. It ran well until it turned in Sandtoft Square to return to the loading bay outside the *Regal* Cinema. Whilst on the turn, the positive boom de-wired. Unfortunately, the trolleyhead then came off the boom, so we couldn't simply re-wire it. This gave the visitors something else to watch, as it took two volunteers, each armed with a bamboo pole, to manipulate the booms back under the hooks. In addition, the safety cord that secures the trolleyhead to the boom had also failed and the trolleyhead had fallen to the ground. Fortunately, all this happened on the very last circuit of the very last ride.

**Manchester 1344's trolleyhead: A safety postscript.** On both this occasion and on a similar one in April, the fallen 'head was found to have restricted movement. However, it is not clear whether this was the cause of the dewirement, or the result of the impact with the ground. Of course, free movement had been checked on each occasion before the trolleyhead was re-fitted, with new "safety ropes" each time. These ropes are intended essentially to "catch" the head if it is pulled off of its sleeve - but if the trolleyhead becomes hooked into the overhead, they are **not** expected to restrain 9 tons of moving bus! If they did, it is far more likely that parts of the overhead would snap or pull out, creating a far greater hazard.

We are looking at the overhead to see if the alignment can be improved at this location, but drivers are reminded that **all** frogs should be taken at walking pace (not more than 5mph) including the quite sharp trailing frogs coming off the turning loops. One other modification we are looking at is to install dewirement buzzers in the London and Manchester vehicles, so that drivers might react more quickly in the event of a boom leaving the wire. In this respect we are slightly torn between originality (these vehicles never had

buzzers in service) and operational safety in a museum environment. It does seem that in recent years 1344 and 1812 have been more prone than most other vehicles to dewirements, especially dewirements with resulting damage, which implies that they have not stopped as rapidly as others. (One thing we can conclude is that those drivers of old must have watched the neon line-lights like hawks, so that it became a real "sixth sense"!) Whilst we consider our driving team to be well-trained and competent, it is unreasonable to expect them to know every inch of the overhead in the same way as a service driver would have done, and anything we can do to make the operation safer needs to be considered carefully. I hope it will be a very long time before we have to start issuing visitors with hard hats! I will report more on these developments in a future issue.

*Graham Bilbé, Engineering Director*

### **Late Summer Bank Holiday Weekend: 24-26 August**

The British Trolleybus Society presented this event and the great majority of the BTS fleet was in operation. Six vehicles were in passenger service over the three days, with Cardiff 203 making a welcome return to service after an absence of a couple of years. The launch of Walsall 872 went ahead on the Sunday but 872 was restricted to demonstration-only operation, pending further work on its brake system.

*Photographs and a full report will appear in the next 'Scene - Ed.*

## **OBITUARIES**

We are very sorry to record the recent deaths of two of our members and we offer our sympathies to their families and friends.

**Malcolm Parkin** died on 13 July. He was a DO&LRS and Sandtoft member for many years and was also involved in the Rotherham Trolleybus Group. Bob Ashton writes: "For those with longer memories, he used to run his own coach business "Amber Coaches" and was a regular participant in DO&LRS activities along with his brother Sid. He was at Sandtoft just a few weeks before he died, so his death came as quite a shock."

**Michael Fowler** died on 14 July aged 77. Mike was a founder member of DO&LRS and remained a member throughout his lifetime. Chris Proctor writes: "Mike was well known as a transport photographer and a great many publications over the years have had the benefit of his vast collection. He was a Sandtoft member also in later years and visited regularly until his health prevented him from getting out and about as much. Such a sad loss." Bob Ashton adds: "Mike was one of the members I remember so well when I first joined DO&LRS in 1963. I believe I can recall he also went to Premier's bus yard to help keep 375 clean and work on it before it went to Sandtoft. His publications, especially those on Doncaster Transport, were a vital guide to me for the slide show that I give to groups and societies entitled *100 Years of Doncaster Transport 1902 – 2002*. A sad loss; his smile and his laugh I will always remember." Donations in lieu of flowers at Mike's funeral were divided equally between the Trolleybus Museum and St. Aidan's Church in Wheatley Hills where his funeral was held. We are grateful to his family for this very tangible gesture and are pleased to record an impressive donation of £260, which will be added to Doncaster 375's restoration fund.

## **Part 1**

In 'Scene no.87, Neil Mansfield asked about the joint 57/ 77 bus routes in Manchester and Salford. Neil's memory isn't playing tricks - I was a regular user of these services as a child, later working on their successors as a conductor, driver, inspector and scheduler - and, in answer to Neil's question, yes - there were other such routes. To a young bus spotter, the joint services were of much interest and, despite being diesel-operated ("oilers" in Manchester parlance), their tale is very relevant to the Manchester trolleybus story as they came into being because of the forces that restricted the tram network and the trolleybuses that followed, but to which they ultimately succumbed themselves.

The history of cross-city services in Manchester has always been troubled. Even before the Great War the police were concerned about congestion in the central area, caused primarily by motor vehicles. They seemed to consider not just that the trams were part of the problem, but that they actually exacerbated it - even suggesting how the Tramways Department (MCTD) could redesign their route network. (We could draw comparisons with today's attitudes which see the trams as part of the solution). Any attempt to introduce new tram services across the city centre, particularly along the main east-west axis of Market Street, was therefore opposed and after 1938 this same restriction applied to the trolleybus services. One consequence of this was that by 1939 (with one exception, service 15 from Piccadilly to Worsley) the closest that Salford City Transport could get to Piccadilly was Deansgate, just over the boundary and on the edge of Manchester city centre, Salford not having a city centre of its own. In the 1920s MCTD had introduced express motorbus services, jointly operated with its neighbours, doing what the trams couldn't do - running from one side of the conurbation to the other, primarily to protect the tram network from "pirate" bus companies. These services were very successful but, in the face of railway objections, had been split by the new Traffic Commissioners in 1931.

Manchester's last trams ran in 1949 and the police attitude seems to have relaxed as a result. In 1951, Manchester joined its 107 and 108 with Salford City Transport's 19 and 21 services to create the 57 (Thornley Park - Piccadilly - Swinton) and 77 (Reddish - Piccadilly - Pendlebury). On the east side these paralleled the 210 trolleybus route as far as the city boundary with Denton on Hyde Road at Thornley Park. The 77 branched off Hyde Road at a couple of stops before this point at Reddish Bridge to reach its terminus one stop further down at the Bulls Head; from there it turned immediately left into Laburnum Road to Thornley Park, where it performed an extremely sharp left turn into Hyde Road opposite the trolleybus short-working turning circle. The 57 worked the loop in the opposite direction: its terminus was in Laburnum Road outside Thornley Park. The next stop, halfway down Laburnum Road, had a late survivor of MCTD's pre-war style oval stop plate which was eventually lost when SELNEC replaced all stop plates with the new national style ones.

From Thornley Park the routes ran alongside the 210 trolleybuses to Piccadilly. Originally the 57/ 77 ran both ways on the north side of the Gardens, continuing into Market Street. When the one-way system was introduced around the Gardens in 1957, the Salford-bound route was diverted through the rebuilt bus station. From Market Street, they continued into St Mary's Gate, left into Deansgate then turned right just after Kendal Milne's department store into King Street West. This is a rather narrow street and was only used in one direction (the return was via Bridge Street) and will be the boarding point Neil remembers using. From there, the routes turned right into Bridge Street, crossed the River Irwell into Salford when a left turn brought them on to the A6 through Salford and Pendleton to Irlams o' th' Heights (known locally as "The Heights"). Here they again split to run around a terminal triangle, although much longer than the one at the Reddish and Denton end. Despite the destination on the 77, the terminus of both routes was actually outside Swinton Town Hall, where they connected with the SLT's Atherton to Farnworth trolleybus route. The 57 reached this point by going directly along the A6, whilst the 77 turned right at The Heights onto the A666 Bolton Road to Pendlebury, where a left turn into Station Road led down to Swinton terminus.

The routes provided a very useful link that enabled those of us on the east side of Manchester to get to the opposite side of the city centre and into Salford, whilst Salfordians had a direct service to Manchester's Piccadilly and Belle Vue with its zoo and amusement park. The routes seem to have been immediately successful. As a result more cross-city routes were created during the 1950s, including a further pair jointly with SCT - the 95/ 96 from East Didsbury in the south-east to Whitefield in the north. These ran in tandem with the 57/ 77 between Ardwick Green and Deansgate. All were busy services.

However, during the Suez crisis, to save fuel oil, the 57 and 77 were temporarily split in Piccadilly. The Manchester end was replaced by additional trolleybus journeys on service 210x to the Thornley Park turning circle, using the Crossley Dominion six-wheelers; this was the only occasion these 'buses and the turning circle saw an all-day weekday service. The 57x all-night motorbus service was also replaced by a 210x night service for the duration of the emergency.

From the start, Salford used Daimler CVG6s from the two large batches totalling nearly 200 buses with matching CRJ and FRJ registration numbers which had been delivered between 1950 and 1952. These had Birmingham-style straight staircases and ran out of Frederick Road garage - the route passed the end of Frederick Road in Pendleton. When Salford eventually bought some more new buses in 1962, they were more open-platform Daimlers and they displaced their earlier brethren on the 57 and 77. MCTD's allocation ran out of Hyde Road Depot, whose portals the route passed and which at the start of the joint service was a Crossley stronghold. The struggle with SCT's Daimlers was an unequal one. When Hyde Road got its first Leyland PD2s in 1953 - the Leyland-bodied 3330 to 3369 batch - these went

on the 57/ 77 and MCTD's share of the service was then maintained solely by these buses until the mid-1960s when they started to be dispersed to other garages with other newer types sometimes appearing on the 57 and 77 in consequence. However, neither operator seemed to use its rear-engined stock on the joint route, nor did I ever see one of SCT's forward-entrance Leyland PD2s on the 57/ 77.

These vehicle allocations and their stability made the route interesting. Hyde Road continued to receive substantial numbers of Leylands but had no Daimlers on its books until Fleetlines replaced the trolleybuses on route 210 in 1963. Similar to the arrangements between Manchester and Ashton-under-Lyne on the trolleybus routes, if a bus broke down in the other operator's area, it was recovered and a replacement provided by the partner. However, it is reputed that Salford never recovered its own breakdowns during daylight hours, leaving them discreetly parked up until darkness fell. This may be apocryphal, but I have never seen a photo of a Salford bus on tow. Certainly there was a lot of rivalry with its larger neighbour, and Salford crews used to brag that Hyde Road drivers, not having Daimlers of their own, couldn't handle the pre-selector gearchanges of the Salford CVG6s. Unfortunately, the same charge could also be levelled at the Salford men as no-one seemed to have taught them to let the revs die down in neutral before releasing the gear change pedal. The resulting jerking could be most unpleasant - especially as the gearing of the Daimlers meant first had to be used when starting from rest and the first upchange was by far the worst. Given the choice, some people would let a Salford bus go if an MCTD one was in sight.

The sign in the paintshop at Frederick Road read: "There are two ways to do a job: the Manchester way and the right way". I was a member of the group that bought SCT 511 (FRJ 511) for preservation. Not only did we prove that a Salford CVG6 was capable of smooth gearchanges, but we discovered that corrosion of the cab dash panel had been patched with pages from the *Manchester Evening News*. Presumably the *Salford City Reporter* hadn't been up to the job.

The Salford crews were known to pull stunts and I've no doubt the Manchester lads weren't lilywhite either. After the roundabout at Ardwick Green was built in the later 1950s, if a Salford bus coming out of the city was being followed by a Manchester one, it wasn't unknown for several complete circuits of the roundabout to be made before one of the drivers got fed up, or the passengers made their views known. If the MCTD bus was a trolleybus, the contest was completely one-sided - there wasn't a complete circle of wiring around the island, and some Salford drivers took full advantage. Manchester used time clocks to regulate services, but SCT crews weren't required to punch the clocks, so large gaps could sometimes appear in the service. However, I later found out part of the reason behind this: unlike MCTD, Salford did not give its crews meal breaks (even though MCTD breaks could be as short as 20 minutes bus-to-bus) and the crews had to snatch what time they could at the terminus. And therein, perhaps, lay part of the reason for the demise of the joint route

*To be continued*

## TROLLEYBUS DRIVING EXPERIENCES

This summer has seen another series of Trolleybus Driving Experience (TDE) days at Sandtoft, with small groups of “novices” receiving an intensive course in trolleybus driving, under the close supervision of one of our instructors. The day begins with introductions over tea and coffee, followed by a safety briefing, a theory session and an explanation of the overhead wiring. The responsibilities of driver and conductor are described, then, after a buffet lunch in *The Tea Trolley Café*, the trainees each take their turn at the wheel for the practical sessions.

TDE days usually take place on a Monday and a small team of volunteers is on duty to staff the event. Since the programme started several years ago, Bruce Lake has been the regular instructor-in-charge, and this year the task has passed to Graham Bilbé. We hope to include a detailed report of a typical TDE day in a future 'Scene, but for now the pictures below serve to capture some recent happenings.



*Above:* Trainees learn about earth leakage testing from Dave Shepherd, before taking a tour of the depot guided by Andy Palin

*Above right:* Conductor Mike Johnson demonstrates the “Ultimate” ticket machine

*Right:* Under supervision, trainee Susie guides the trolley booms onto the wires using the bamboo pole

*Photos: Tim Stubbs*





Above: Now it's "for real" as Graham takes each participant through familiarisation with the driver's cab and its controls

Above right: After several sessions of practical instruction with trainees at the wheel, it's time for them to receive their certificates

Photos: Tim Stubbs

Right: A party of eleven Londoners brought preserved Routemaster RMA 58 for a special TDE on 19 August

Photo: Mike Johnson



All but the last of the pictures above were taken on the TDE day on 1 July. A very special TDE took place on 19 August, as the highlight of a 60th birthday celebration for London bus driver David Shailes. Four of his colleagues joined him as trainees, and, quite appropriately, London trolleybus 1812 was used in addition to Maidstone 72 for the practical training. More on this in 'Scene 92.

**From a delighted trainee...** [John Doyle](#), a participant in a previous TDE day on 10 June, wrote to the following note of appreciation to Graham:

"Thank you for a really fantastic day. It was all I had hoped for and more thanks to your tuition. I realised a boyhood dream to get behind the wheel of a trolleybus and it only took 50 years for a London boy to be given the chance. To drive the big red bus was the highlight of the whole brilliant day and I would like to thank you and the rest of the team for making it so enjoyable. I would also like to thank the two ladies in the café who made the day so enjoyable for my wife. I would like to help in some way; I don't think I could equal your 30 days plus but maybe I could do a couple of weekends if you think I could help."

# SPECIAL EVENTS

## Doncaster 22's Birthday

For the past 40 years, the Museum has been home to the 1953 ex-Doncaster AEC Regal no.22, preserved by DO&LRS and the subject of tender loving care from Jim Sambrooks over many decades. On 2 June, 22's sixtieth birthday was marked by a special tour of the Isle of Axholme and a party at the Museum. "Duplicating" 22 on the tour was AEC Regent III double-decker no.122, which was brought for the occasion by the Lincolnshire Vintage Vehicle Society from their museum at North Hykeham. Thanks go to Jim and to those who made it such a wonderful event.



Top left: Jim Sambrooks holds up the "OAP" memento for 22, with Jean Flint (DO&LRS President) and other well-wishers looking on

Top right: 22 and 122 make a photo-stop in Epworth

Centre-left: An edible version of 22 specially-made for the event by Cherrill Crowther

Centre-right: The two Doncaster AECs side-by-side at the Museum

Left: It's official - 22's proof of old age!

Photos: Bob Ashton



## Doncaster Regals: A Personal Reconnection

Somewhat out-of-focus, but still capturing the atmosphere of 60 years ago, a 10-year-old Bob Ashton alongside 22's sister vehicle, no.23 at Pond Street Bus Station in Sheffield on one of 23's first runs to Sheffield on route 77. The date is 14 June 1953

*Photo: Walter J Ashton*



Painstaking restoration and dedicated maintenance has returned 22 to near-original condition. But could this really be the same Bob Ashton as the young lad pictured above?

*Photo: Pat Ashton*

## Alfa Romeo Owners' Club Rally

On 9 June, the Museum hosted a get-together of the Yorkshire Section of the Alfa Romeo Owners' Club, with Ian Wilson providing co-ordination for the Museum. Clearly a good time was had by all involved, and we were very pleased to receive the following from the Club's local secretary:

"Dear Ian,  
Just a short email to say a **big** 'Thank You' for all your help and support on Sunday last. The feedback I've had from our members has been very positive and all enjoyed a most interesting and educational day! Could you pass on our sincere



*Photo: Stewart David*

thanks and appreciation to all your operating staff, especially the lady in the café who produced 'world class' bacon sandwiches. Again, many thanks to all concerned for a great 'Day Out'!

Kind regards, Chris Bligh, AROC Yorkshire Section Secretary"

## DEAR 'SCENE

*Dear 'Scene*

In reply to Rod Bramley's letter in 'Scene no.90, all the evidence does confirm that Rod is totally accurate about the identity of the vehicle used by the NTG for their farewell tour. Apart from this, my account and Rod's are very much the same: until about 5.30pm on that final day of tours, I do not recall it being mentioned that either 30 or 44 would be going out later in the evening. But, as I had just spent nearly five hours riding on 44, I do remember feeling that I had had enough for the day. Thanks, Rod, for recording all this detail! Wasn't the contest between the two "last trolleys" almost a dead heat?

I still have the original typed itinerary given to riders on the NTA's tour on 44 and I have recently obtained a copy of the press article "Duel in Trolleys" mentioned by Rod. I am very much hoping that you will find space to include transcripts of these in a future issue of 'Scene.

*Mike Johnson (Rotherham)*

+++++

*Dear 'Scene*

I have just returned from a Rhine River Cruise from Amsterdam to Basel. It was a great trip and whilst on it I met a chap from the Isle of Man. Over an evening dinner we chatted about hobbies and I mentioned I was interested in trams and trolleybuses. Out of the blue he asked me if I knew about Sandtoft and said I should visit. He had been there for the Worldwide trolleybus weekend and was full of its praises. He mentioned how good the staff were and the all-round friendliness of the place. He was impressed with the food at the café and the service and the number of vehicles we had. The Isle Tour was a delight and above all he liked "Vera". It was his first visit and he only found it by chance as well. He will visit again. He was gobsmacked when I told him I was a member and worked as a volunteer at times.

We had not met until that cruise - pure chance, and it has never happened to me before. I was quite proud of what he told me, as everyone and everything impressed him and this was fine tribute to all concerned.

*Geoff Sandford (Wigan)*

+++++

*Dear 'Scene*

I just want you to know that several folk I met were very complimentary about the excellent 'Gathering at the Trolleybus Museum on Sunday. The site had a real buzz, there being the wide range of trolleybuses in use with several running at the same time and bus trips to Epworth, sometimes in duplicate. The stalls were busy and the Trolley Dollies, whilst run off their feet, did a roaring trade and served folk cheerfully. The visiting bus and classic car displays received lots of visitors. I spent several hours by my Jowett Javelin (built from 1947 to 1953) explaining the unique design of what was the first all-new British car to be produced after the war. Many people had no idea that the Jowett brothers produced their first car in 1906 in Bradford and were contemporaries of Henry Ford!

Being a Bradfordian now living in North Lincolnshire, it was good to meet-up with folk from Bradford who, like me, had been regular passengers on the City's trolleybuses right up to the system closing. Due to being in office, and my continuing commitments since 1971 to the Jowett Car Club, and also being involved in other classic car events, although I am a member supporting Sandtoft, I regret I am not able to be involved at the Museum.

However, knowing that organisers value feedback, I am passing on my views (and those of others I met) that this year's 'Gathering was brilliant, well organised, without doubt enjoyable, and I would guess successful for the Museum in financial terms. I hope so!

*Keith Wear (Winterton)*

+++++

*Dear 'Scene*

"Blues and Twos" last Sunday proved a real hit with our grandchildren, especially Alfie (recently turned 2 years old) on his first visit to Sandtoft. He's been into two-tones (Nee-naas) for a while, but I think that hearing so many at the same time almost bemused him! He can certainly identify a double decker from a single decker bus, but I think interpreting the overhead with its trolley connections may take him a little while longer to comprehend.

Alfie's first connection on arrival (having spotted them from the car park) was with the two tractors standing near the loos, whilst mine was with the chassis of Huddersfield 470, having just passed through the entrance building. Having been born and "brung up" in Huddersfield, I was disadvantaged in not living close to a trolleybus route until my 10th birthday. Then, for three years, I was able to make up for lost time, as route 30 passed a minute-or-so's walk from our door. School days involved a trolleybus run inwards, and two runs home. The latter often included a short-turn rush hour service on route 32 to Birchcliffe turning circle, now virtually subsumed by the M62 J24 roundabout at Ainley Top. It was then often operated by nos.476 and 531, two of 470's sisters which survived in (part-time) service until 1959, three years after the other pre-war un-rebuilt E6s had been withdrawn. Their curvaceous, stylised lines singled them out from the geometric shapes of more modern vehicles, and inspired this adept to consider his move for their preservation - hardly a realistic prospect for someone then 11 years old. I would be pleased to learn the (sad) course of events that resulted in Karrier 470's loss of its Park Royal body.

The line-up for trolleybus services last Sunday could have been tailor-made for our Sandtoft visit - Huddersfield 541, Bradford (just up the road), and Manchester (where trolleybuses disappeared between my college interview and my arrival there for studies during 1966). Highest praise to the Sandtoft generator party who endeavoured to maintain a power supply whilst local supplies were disrupted. Unfortunately, 541 couldn't withstand the trauma, and was tractor-hauled to safety. A shame, as elder grandson Elliott and I had seen it in recently-restored cosmetic grandeur earlier this year, and I don't recall having seen it operational since 1968.

*Brian Priestley (Huddersfield)*

# THE TROLLEYBUS IN THE FIRST WORLD WAR

... from Dave Chick, BTS Chairman

The Trolleybus Museum at Sandtoft is part of the First World War Centenary Partnership, led by Imperial War Museums (IWM). The British Trolleybus Society is pooling resources with the Trolleybus Museum to create an exhibition about the trolleybus during 1914-1918, when it was a new and novel form of transport. The exhibition will also show the impact of the Great War upon trolleybus operators and manufacturers and although the emphasis will be on British operations, we will also be looking at what was happening elsewhere in the world.



LED BY **IWM**

To tell the story of the trolleybus during this era we will be using photographs, maps, information panels and models. For the latter, we are very grateful to Ken Allbon, who is placing a number of his models (some of which are depicted in the recent Trolleybooks publication *Trolleybus Miniatures, Models and the Real Things*) on permanent loan to the Museum to give a better idea of the appearance of early trolleybuses. So as to illustrate in model form all three methods of current collection which were in use at the time by British operators, Ken has kindly undertaken to specially build a model of a Stockport Lloyd Köhler trolleybus.

We are very keen to track down any artefacts which may still exist from this era, and this is where we hope members will be able to help us. Do you know of any contemporary objects anywhere which would help to give a more vivid impression of early trolleybus operation? It may be a piece of overhead equipment, or part of a vehicle, or a remnant of uniform - we are interested to learn of anything trolleybus-related which still exists from that time, with a view to either borrowing it or documenting and photographing it.

The Pelham building will house the exhibition, which will be the most ambitious to be attempted at Sandtoft to date. The BTS Committee and the Sandtoft Board will be very grateful for any help members are able to give. Please contact me (email [chairman@britishtrolley.org.uk](mailto:chairman@britishtrolley.org.uk)) or via the Museum address.

In memory of those who lost their lives during the conflict, the Museum will devote an area of the Museum site to the British Legion's "Centenary Poppy" campaign, which aims to see the UK awash with poppies during the centenary period.

## REMAINING RUNNING DAYS IN 2013

<b>St. Leger Historic Vehicle Rally</b>	Sunday, 13 October <b>Free Bus</b> (Open 11.00am - 6.00pm)
<b>Twilight Trolleyday</b> <i>with twilight &amp; after-dark trolleybus operation</i>	Sunday, 17 November (Open 11.00am - 5.00pm)

**Free Bus** denotes FREE bus service from Doncaster Interchange (adjacent to railway station) direct to The Trolleybus Museum. Departs Interchange Bay C6, at 11.30am & 12.00noon. Return departs Museum at 4.00pm & 5.00pm (journey time approx. 40 minutes)