

Sandtoft Scene

July 2014
No. 94



**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

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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.

Printed by: Culverlands, Winnall Valley Road, Winchester, SO23 0LN

FRONT COVER PICTURE: A varied selection of trolleybuses take part in an unofficial line-up whilst the depot fire alarm system is installed
Photo: Bruce Lake

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.

SANDTOFT SCENE

NUMBER 94

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FROM THE EDITOR



This year's running season has got off to a flying start, with an eventful series of three-day weekends following our first open weekend in March. Although these longer events do place heavy demands on our volunteers, they have gone very well, especially considering the large numbers of visitors coming along. They have certainly provided a plentiful supply of material for this issue of *Sandtoft Scene*, and I am grateful

for all the photographs, articles and news items that you have been sending in. Once again the editor's challenge has been one of making the best selection between the most topical items and those with a longer "shelf life" that will still be good for next time. Also, please don't be discouraged if your photos did not make it - nowadays only a small proportion do !

There always seems to be something new going on, and on 17 June, on a year's loan from the London Trolleybus Preservation Society, Russian-built Athens trolleybus no.5088 arrived at Sandtoft, just in time for the Worldwide Weekend.

Followers of the Museum on *Facebook* will have noticed a dramatic growth in activity there over the past few months. Thanks to a very proactive approach by Dave Chick, there are now frequent postings to announce coming events and report recently-happening ones. This is already proving to be an excellent forum for communicating with our visitors, as well as generating topical interactions with friends and supporters both within the Museum and elsewhere. Find us on *Facebook* at: www.facebook.com/trolleybusmuseum

NEW MEMBERS

We extend a warm welcome to:

Mr Alan Barstow (Sheffield)	Mrs Judith Hinchliffe (Bingley)	Miss Charlotte Nimmo (Bromley)
Mrs Fay Bullock (Edenthorpe)	Mr Dave Livesey (London)	Ms Lindsey Robinson (Epworth)
Mr E Butler (Knottingley)	Mr Andrew Metcalfe (Sheffield)	Mr Julian Shepard (Doncaster)
Mr John Dalby (Ipswich)	Mr Simon Middleton (Sheffield)	Mr Adam Shiels (Doncaster)
Mr Philip Dilks (Doncaster)	Mrs Danyelle Middleton (Sheffield)	Mr Garry Stevens and Mrs Ann Stevens (Kirkby in Ashfield)
Miss Magdalena Gawrys (Worksop)	Mr Andrew Mills (Doncaster)	Miss Monika Szymula (Worksop)
Mr Norman Gowers (Hull)	Mrs Sarah Mills (Doncaster)	
Mr Nick Hill (Doncaster)	Mrs Lynett Moy (Doncaster)	

THE NEXT SANDTOFT SCENE

We try hard to maintain a regular three-monthly cycle for producing *Sandtoft Scene* and it is normally posted out mid-way through the month of the cover date. However, this October's issue will be an exception, as your editor is taking an extended holiday which will inevitably delay the publication date by at least four weeks. All contributions to 'Scene 95 will still be welcome, so please go ahead and submit them as normal – but be patient if you don't receive a reply as my mailbox will not be monitored whilst I am away. Apologies to all for the delay.

Please note: News deadline for the next *Sandtoft Scene* is 10 October 2014

RECENT RUNNING DAYS

Weekend Trolleydays 29-30 March Stewart David and Bruce Lake

The 2014 open season got off to a very positive start over this weekend. The weather was generally fine and an impressive number of visitors were in attendance on both days, with the Saturday being the busier of the two, perhaps due to the impact of Mothering Sunday. Trolleybuses in service operation included Maidstone 72, Huddersfield 619, Bradford 746 and Manchester 1344. Over 550 passenger journeys were made on our service trolleybuses over the course of the weekend and the Isle of Axholme tours were also well patronised on both days.

We also welcomed two new regular volunteer staff to the museum: Peter Wilkinson and his son Patrick, who has joined the traffic team training as a conductor. Peter has joined Tony Ferris' site maintenance team: a welcome recruit in an area where we particularly need more assistance. On the Sunday morning Richard Jackson continued his trolleybus driver training, this time in 619.

The weekend went very smoothly with no operational problems of the kind occasionally encountered on the first open weekend in previous years. This may well have been due the preparations made beforehand, thanks to those volunteers who arrived on the Thursday and Friday, enabling the operating trolleybuses to be extracted and leak-tested to ensure their availability well before the usual Saturday morning rush.



Easter Weekend 19-21 April

David Croft

"Easter Bunnies and Blue Buses"

The three-day Easter weekend did not have a particular theme, but one seemed to emerge as the weekend progressed - that of blue buses. The star of the weekend was South Shields 204, which had been brought out to mark the 50th anniversary of the closure of the South Shields trolleybus system on 29 April 1964. Its running mates for the weekend were Bradfords 746 and 792, plus non-blue liveried Glasgow TB78 and Huddersfield 619.

The Saturday got off to a busy start with fine sunny weather, though with a cool breeze. During an early afternoon trip, 746 came to a sudden stop opposite the depot and could not be coaxed to go any further. The tractor was summoned and 746 was towed away for examination. Fortunately the electrical fault was put right during the evening and it returned to service on the Sunday. Patrick Wilkinson, our trainee conductor, took his conductor's test during the afternoon and passed with flying colours - well done, Patrick ! The rest of the day passed without incident and we carried a total of 458 passengers on 33 trips, including those who never made it back to the terminus on 746.

Easter Sunday was much quieter, perhaps due to the cold wind, but at least it remained dry. Throughout the day, Rotherham 37 was parked up near the visitor entrance prior to a forthcoming visit to an open day in Rotherham. The tally of blue trolleys rose to five during the afternoon when Walsall 872 was towed out into Sandtoft Square to enable Nottingham 493 to be extricated from the depot. Passenger numbers were down to 373 on 30 trips.

Easter Monday turned out to be the best day of the weekend, with blue sky and warm sunshine. Two more blue trolleybuses appeared during the course of the day - Bradford 834 made a brief appearance and at about 4.30pm, Marseille 202 was dragged out of the depot for a test run. The fine weather brought in the visitors, and we carried 572 passengers on 37 trips on the day.

If my maths are correct, a total of seven blue trolleybuses appeared during the weekend. In addition, Sheffield Atlantean 1357 also worked on the Isle Tour - well, OK, so it's cream, but it has a blue band on it ! Those of a "certain age" may recall that Elvis Presley had a hit with a song called "Blue Christmas" many years ago. We at Sandtoft certainly had a successful "Blue Easter".

29-30 March photos opposite:

- 1 Trainee conductor Patrick Wilkinson with trainer David Croft beside Bradford 746
Photo: Andy Thornton
- 2 Don Mower welcomes visitors to a well-stocked *Sunbeam Cycle Shop*
Photo: Andy Thornton
- 3 Maidstone 72 loading passengers by the *Regal Cinema*, with Huddersfield 619 next in line
Photo: John Zebedee
- 4 Doncaster 55 and Sheffield 1357 providing passenger services for the weekend
Photo: John Zebedee



1



2



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4



5

- 1 Glasgow TB78 in service on Easter Sunday
- 2 Bradford 792 waiting behind South Shields 204 and Huddersfield 619
Photos 1&2: John Zebedee
- 3 Newly qualified as the Museum's youngest conductor, a delighted Patrick Wilkinson takes his place on the platform of 619
Photo: Mike Johnson
- 4 An unexpected visit from the friendly Lincoln chapter of Harley-Davidson riders
Photo: Jason Bowers
- 5 Nottingham 493 being taken from the depot ready for testing
Photo: Andy Thornton

May Day Bank Holiday Weekend 3-5 May
Supporting Societies' Weekend

Dave Chick

These Trolleydays were presented by the Museum's three supporting societies, with one particular trolleybus of special significance to each society running in service. DO&LRS was hosting demonstration runs of Doncaster 375, the only preserved Doncaster trolleybus, and Bradford 834 was in operation - the vehicle that the BTA was founded to preserve. Reading 113 was the country's first privately preserved trolleybus and the first to be preserved by what is now the British Trolleybus Society.



Returning under blue skies and in bright sunshine, 631's gleaming paintwork is immediately evident. The good weather continued for the whole weekend, with 631 on display and receiving much admiration from the visitors
Photo: Stewart David

Essential preparations behind the scenes as David Brown gives Doncaster 22 a thorough hosing-down prior to duties on the Isle Tour

Photo: Andy Thornton



The weekend began on a high note, with the return at 8.30 on the Saturday morning of Huddersfield 631, following restoration by Thamesdown Transport in Swindon. This trolleybus provided another significant link with Sandtoft's history, having been owned by the West Yorkshire Transport Circle - a former supporting society which later became part of the BTS. A variety of trolleybuses were out in



Reading 113,
Bradford 834 and
Doncaster 375 lined
up in Sandtoft
Square
Photo: Andy Thornton

service on the Saturday, including Glasgow TB78, Manchester 1344, and South Shields 204. These joined Reading 113 during the day, whilst Bradford 834 was receiving last-minute attention after narrowly failing its brake test. Doncaster 375 was still having electrical problems, but concerted efforts by the engineering team saw 834 passed for service by the end of the day and 375's problems suitably addressed for it to perform its demonstration runs.

BTA Chairman Gary Wilkinson had spent time ensuring that 834 was presentable, as this trolleybus has not seen service for some time. On Sunday 4 May, 834 joined the other vehicles in service and performed very well. During the afternoon, a line-up was staged featuring 113, 375 and 834, and many photographs were taken to record it. DO&LRS provided the buses for the Isle of Axholme Tours and the Doncaster service, both of which were well patronised. Dave Hall had prepared a film show mapping the history of the BTS, BTA and DO&LRS and the three societies' involvement with the Trolleybus Museum and he presented it twice in the *Regal Cinema*.

Students Monika and Magdalena were on duty over the weekend conducting visitor surveys (see page 23) and enjoyed themselves so much that they have become volunteers. They spent Monday painting the Ransomes D6 chassis of Nottingham 46 and they would like to return to train as conductors. Work experience can be fun as well !

Photo: Bob Ashton



Saturday had been a fairly quiet day for visitors, but Sunday was much busier and on Monday we did very well. The format was the same as for Sunday with the same vehicles in use and a line-up featuring 113, 834 and 375. Dave Hall's scheduled shows were packed out and he put on a couple of extra performances to meet the demand !

Another restoration milestone for Doncaster 375 as it ventured out for demonstration runs on Sunday. The exterior paintwork had just been completed and very smart it looks, too !

Photo: Bob Ashton



Unfortunately, at around 12:30pm on the Monday, there was a serious road traffic accident outside the Museum: a car leaving a car boot sale on the adjoining land turned into Belton Road, the driver thinking that it was clear, and was struck by a BMW travelling at speed which was overtaking another car. The BMW ploughed into the Museum's fence and ended up partly on our premises, with debris spreading onto our operational roadway.



A long stretch of the Museum fencing, including 7 posts, was demolished by this BMW before it came to rest beside one of the traction poles. Fortunately none of the occupants of the cars involved in the accident received life-threatening injuries. It was also very fortunate that none of our visitors or volunteers were walking near the fence when this happened

Photo: Bob Ashton

The emergency services (four fire and rescue appliances attended !) closed off Belton Road for about an hour and a half, during which time visitors were unable to arrive at or depart from the Museum. Fortunately, the free bus service had arrived from Doncaster immediately before the incident. The trolleybus service had to be suspended and the children's playground was closed until the police gave permission for it to reopen. For a while, trolleybus operation was possible only on the inner circuit before normal operations resumed. We were very grateful to one of our neighbours who made the fencing secure immediately after the departure of the emergency services.

On a more positive theme, we were pleased to welcome as guests Moxie Brawl, the dance company whose performance *Sit Back* depicts four London Transport trolleybus clippies on their break and is set in 1942. This group had never seen a trolleybus before and they were visiting to learn how to be trolleybus conductors. Mike Johnson explained the duties of the conductor and then gave our visitors some hands-on experience, pulling frogs and lowering and raising trolleybooms.



Left:
Moxie Brawl pose with London 1812. Standing are Sarah Blanc and Katie Cambridge; in front are Lucy Starkey, Kimberley Harvey and Jenny Reeves

Right:
Mike Johnson instructs Jenny Reeves in the art of frog-pulling
Photos: Dave Chick



They also had some trolleybus rides to observe conductors at work. All of them had a lot of questions and copious notes were taken ! Choreographer Sarah Blanc will now incorporate what was learned into *Sit Back* and Moxie Brawl will be back at Sandtoft on European Trolleybus Day, Saturday 20 September, when they will give two performances. This will be something very different for the Trolleybus Museum and it will be a unique opportunity to see the piece performed with trolleybuses present.

Overall, and despite the drama and disruption of Monday afternoon's incident, this was an excellent weekend with very good weather and thanks go to everyone who contributed.

Spring Bank Holiday Weekend 24-26 May

Mike Johnson et al

Charles H Roe Centenary Weekend

Despite a rainy start on the Saturday, the weather improved steadily over the weekend, as did the numbers of visitors, with over 500 passenger journeys being made on a very busy Bank Holiday Monday, out of a total of over 1000 during the three days.

The theme of the weekend was a celebration of the centenary of the Leeds-based firm, Charles H Roe, and its successor, Optare, in which the “Roe” name lives on disguised in an anagram with “PTE”. Back in 1914, Charles Roe was closely involved in the redesign of Leeds’ early trolleybuses as chief draughtsman at the Railless company’s Leeds works, which he took over when RET went into receivership in 1916. He had designed a lightweight trolleybus body - the first of the composite designs that continued to be built until 1968. Roe bodies were used on British trolleybus systems until Teesside closed in 1971.



The Sunday line-up of Roe-bodied trolleybuses

Photo: Andy Thornton

Five Roe-bodied trolleybuses were in operation during the weekend, and these were joined by a selection of Roe-bodied motorbuses, some resident and some visiting for the event. Of the trolleybuses, two regular runners - Bradford 746 and Maidstone 56 - were in service on all three days. Various last-minute repairs to Rotherham 37 were made following its return from the open day in Rotherham (see page 18), and these enabled 37 to join the others vehicles in service. Sunday saw a welcome return to service of Nottingham 493, which has not run at the Museum for many years. The fifth Roe-bodied trolleybus, Doncaster 375, was sufficiently restored to make regular demonstration runs during the weekend.

Monday was a splendid day, with an impressive number of visitors and the full range of Roe-bodied vehicles on show. Most of the Isle of Axholme tours were packed, these being provided by Doncaster 22 and 55, together with Sheffield 1357. Numbers attending far exceeded expectations and by mid-afternoon most of the provisions in *The Tea Trolley Café* were sold out! Many of the visitors kept our volunteers busy with questions and enjoyable conversations, and these included some gentlemen from Rotherham who had been trolleybus drivers in the early-1960s.

Before the Museum opened on Sunday morning, trainee driver Richard Jackson successfully passed out as a qualified driver, taking his test in Rotherham 37. Many congratulations to Richard, whose training experiences were recorded in "Journey to the Blunt End" in *Scene* nos. 92 and 93. Special thanks also go to instructor Bruce Lake for taking him through the complete training process in a relatively short space of time. After passing his test, Richard's first words were "What would you like me to do now?" For one day only, he was given a free choice, and subsequently made his first "solo" journey as a driver in Nottingham 493. We await Richard's recollections of the final stages in his training and qualification process in the next issue of *Scene*. Another young traffic volunteer on duty was new conductor Patrick Wilkinson, who was kept busy leading several of the depot tours during the weekend.

With the Roe theme strongly in evidence on Monday, our visitors enjoyed a lovely display of visiting motorbuses: South Yorkshire Transport Museum provided Sheffield 1156 and Doncaster 188, and these were joined by Lincoln 89 and Doncaster 122 from the Lincolnshire Vintage Vehicle Society. Resident Roe-bodied motorbuses on display were Felix 41 and Doncaster 22, 33, 55 and 94. Stagecoach also provided their Optare Excel, no.35010.

With all this interest and activity, the weekend went very well indeed and the team managed to cope with a large number of visitors with virtually no problems. Also visiting on Monday was an assessor from the VisitEngland's Visitor Attraction Quality Assurance Scheme (VAQAS), whose feedback will be important as the Museum prepares for re-accreditation later this year.



Smartly-uniformed and just qualified as Driver 133, Richard Jackson takes his place in the cab of Nottingham 493

Photo: Mike Johnson



CHARLES H ROE CENTENARY WEEKEND



1. Amongst the visitors on Saturday were two former employees of Charles H Roe, both of whom had worked on trolleybus jobs. Reminiscing on board Rotherham 37 were (left) David Scott, coachbuilder, and George Henshaw, electrician and later inspector. George, as a young apprentice, also worked on the Leeds "Coronation" trams
2. Nottingham 493, back in service on Sunday, following a very long absence
3. A spectacular line-up next to *The Tea Trolley Café* of Roe-bodied Doncaster buses on Monday: immediately after the photographs, 375 moved forward to participate in an almost-simultaneous line-up of Roe-bodied trolleybuses by the *Regal Cinema*
4. An unusual visitor was City of Lincoln Roe-bodied Leyland no.89
5. Resident Leyland PD2, Doncaster 94, with its former trolleybus body built by C H Roe

*Photos 1,2 and 4: Andy Thornton, photo 3: Bob Ashton; photo 5: Dave Chick
Roe emblem photo: Kris Ward, Leeds Engine Builders*



Weekend Trolleydays 7-8 June

Despite the rain on Saturday, this proved to be another enjoyable weekend, with (among others) two continental trolleybuses in service.



On Saturday we knew that we were going to be visited by Thibault Gdn from Belgium so we had Liège 425 in service over the weekend

Photo: Dave Chick

Marseille 202 was in service, operating in both trolley and diesel modes

Photo: Andy Thornton



LATEST ON THE LAND PURCHASE

Since our optimistic report in the last edition of *Sandtoft Scene*, events have progressed, but have followed a pattern of “one step forward and two steps back”. After initially receiving an acceptable contract for the “enlarged” area of land mentioned previously, the BTS (as the initial purchasers of the land) have once again found themselves back in negotiation with the landowner over the dimensions of the plot to be acquired. The reason for this is the continuing uncertainty surrounding the construction of a new access road, for which space needs to be reserved. Needless to say, both the BTS Committee and the Museum Board are very disappointed by this latest turn of events, which is clearly going to take further time to resolve.



THE ROUTE TO SANDTOFT BLACK ROD KNOCKS ON THE DOORS - OF SANDTOFT !

“Black Rod”

PART 10: Towards the Inevitable

All accompanying photographs by the Author

The first quarter of 1965 was to see activity in several areas. Nottingham announced that service 43 would be converted to motorbuses after 31 March 1965. The surprise was that all the remaining two-axle trolleybuses would be withdrawn. This meant that three vehicles on our “wish list” would be withdrawn together and a financial mountain had appeared in front of us. It was during this period that the contents of the “Cromwell Report” were apparently made known. I do not know what his brief was to compile the report and I have never seen it - indeed I only met Mr Cromwell a couple of times. Certainly, we in Nottingham were never contacted regarding our views. One might have expected some debate or discussion on such a vital topic, but, if there was, the NTG were excluded. It appeared to me that any list of potential preserved trolleybus types must have two basic criteria: namely to represent as many different trolleybus types as possible and that as many undertakings as practicable should also be represented. Described as a “guide to trolleybus types for preservation” the NTA did appear to regard the Cromwell Report as “set in stone” with no deviations to be allowed. From the Nottingham fleet, no.460 (a Roe utility) was listed, whilst 466 (a Brush utility, already preserved at Plumtree) and 493 were not !

On 7 March 1965, the NTA held a farewell tour of Nottingham services 41, 42, 43 and 46 using no.480. The tour, once again superbly organised by Paul Cresswell, was nevertheless a “strained” affair and I can remember the Chairman receiving another somewhat unpleasant letter shortly afterwards. At this time I

Nottingham 460 & 478 on 31 March 1965, both potential NTG preservation candidates, at the junction of Upper Parliament Street and Queen Street. 460 is the last UK trolleybus with original Roe utility bodywork and is about to run into the Depot for the final time. Park Royal utility-bodied 478 is departing on its last outbound passenger journey





Nottingham 493 seen on 31 March 1965, having had an "all clear" from the policeman on point duty (remember them ?) to turn from Queen Street into Upper Parliament Street on service 41 en route to Cinderhill. This was an everyday sight, although two-axle trolleybuses had not been scheduled in service on this route since 1962. Actually, this is the final departure of a two-axle trolleybus in passenger service in Nottingham and 493 will be withdrawn upon its return to Parliament Street Depot - fortunately to be subsequently preserved and become a regular Sandtoft performer

was invited to become the "Hon. Sec" of the NTG - officially still the "National Trolleybus Association (Nottingham Group)" - once again. Some fairly "testy" correspondence ensued and, I confess, I became the author of this at the Nottingham end. I recollect sending a letter deploring the fact that the tour in 480 had featured in an article proclaiming "City in a hurry to oust trolley buses" published in the Nottingham *Guardian Journal* for 8 March 1965. Following the NTG's long campaign to save the trolleybus system and despite the fact this battle was clearly lost, local enthusiasts were genuinely galled to be associated with these sentiments. This article also made reference to their Plumtree storage site. Knowing that at least 460 was on the NTA's "approved" Cromwell list, I had written to John Wake, General Manager of Nottingham City Transport, stating interest in 460 and also 493. It was still hoped that a compromise solution might be found regarding 493. A subsequent appointment with Mr Wake revealed that the anticipated scrap value would be £97 each. There was no way that this amount could be raised but a price of £100 for the pair was negotiated. Again he made the point that he preferred all correspondence relating to trolleybus preservation to be routed via one organisation. He or his staff just did not have the time to respond to a plethora of requests from many sources.

Not all encounters with fellow enthusiasts were unfriendly, however. A party of us were holding the usual working party at Plumtree on a Sunday afternoon. A car sped up the drive and screeched to halt on front of 1250. The car door was flung open and a loud excited voice proclaimed "There she is ! She's here...look - here she is !". This was our introduction to Howard Piltz and these comments were his reaction to seeing 1250. As less excitable conversations followed, we learned

that Howard was a Manchester enthusiast – pretty obvious I suppose, with this reaction. We explained that we would also be interested in preserving Ashton 80 (by then the only surviving “Empire”). Howard told us that he was secretary of the “Omnibus Select Society” and he had already negotiated purchase of 80 for £77. To his lasting credit, as well as saving the trolleybus, he had negotiated a no-interest monthly repayment scheme with Ashton Corporation. He also had found a parking place for 80 and had access to a Land Rover that he hoped was capable of towing. Quite some achievements ! Whilst there was some disappointment that 80 would not be joining 1250, we were delighted to learn that the vehicle would be saved. It was also agreed that at a future date, an operational trolleybus museum would be set up and the two Crossleys could be displayed together.



Huddersfield 631 depicted on 25 April 1965 completing a manoeuvre at Salendine Nook Schools whilst operating a Huddersfield Trolleybus Preservation Fund tour. It was a pleasant diversion during the run-down of UK trolleybus systems to participate in these tours. Although it was unpalatable to witness shrinkage of networks that had previously been regarded as trolleybus “strongholds” - Huddersfield being a good example - such tours often provided financial assistance to save trolleybuses such as 631, another popular Sandtoft performer

The Nottingham conversions of services 42, 43 and 46 duly took place on 31 March 1965. As predicted, all the two-axle trolleybuses (as well as a few BUT9641Ts) were withdrawn. 460 was parked in a secure area in Manvers Street yard, a walled area between part of Nottingham’s Parliament Street Depot and the (then) “Trent” bus depot. 493 was not so fortunate, being stored in an open yard in Pennyfoot Street (the other side of the “Trent” depot), being separated from the rest of humanity merely by a wire fence. Despite the knowledge of our interest in the vehicles, rather worryingly, crests, fleet names and numbers were painted out, as was the custom for vehicles intended for scrap. How could we save them and would the NTA help..... ?

To be continued

VEHICLE REPORTS

Compiled from notes supplied by Bob Ashton, Mike Johnson, Bruce Lake, Andy Thornton, Francis Whitehead and Ian Wilson

Rotherham 37: ownership of no.37 transferred to the Rotherham 37 Group, now an integral part of the Rotherham Trolleybus Group, on 6 April 2014. It received attention to an air leak on the braking system and some general tidying-up prior to making the journey back to its home town to take part in an open day staged by First Bus. The event was organised to celebrate 100 years of motorbuses in Rotherham and 40 years of South Yorkshire PTE and took place on 10 May at First's Midland Road Depot.



Above: 37 about to leave Sandtoft behind a Sparrow Recovery towing truck on 9 May

Below: On display at Midland Road Depot, alongside other historic vehicles, including the former Rotherham CTD Bedford tower wagon FET 195

Photos: Mike Johnson



Doncaster 375 made an initial test run on 25 April, following completion of the work on all its major electrical components. This was a significant milestone, being the first time since 1991 that 375 has operated under the wires on its own power. Work is still on going to fully repaint the vehicle, restore the lower saloon and resolve a number of defects found during testing. However, these did not prevent 375 from participating in the Supporting Societies' event on 4 May by providing demonstration runs and being part of the official line-up. The exterior repainting was completed in time for that weekend, but a good deal of work remains on the interior and the resistance bank still has problems.



Len Smith under 375 working with Bruce Lake to determine which wire connects to which between the traction motor and the contactor box



At the other end of the process, Bruce looking into the contactor box and referring to the circuit diagrams (24 April)

DONCASTER 375 RESTORATION MILESTONES

Photos: Bob Ashton, except (bottom right) Jason Bowers



Above: 375 makes a test run on 25 April. For a link to a short video clip see the *Trolleybus Museum at Sandtoft* Facebook page

Below: The newly repainted lower ceiling (1 May)



Above: Steve the painter applying black paint to 375's mudguards (29 April)

Below: Kieran Proctor un.masks the registration on the repainted front panel (4 May)





Steve Collins removes 367's upper deck beading and panels *Photos: Andy Thornton*



John Whipham assesses the condition of the exposed wooden framework

Nottingham 367: Restoration work has continued steadily in recent months and, as illustrated above, has included an investigation of the work required on the upper deck exterior.

Nottingham 493: When this trolleybus was prepared for its previous period in service, some new cables had to be placed in a temporary route. After a few years' use and much endeavour with the original routing, the electrical inspector insisted that the cables had to be placed in a permanent route. As reported in 'Scene no.92 it is very clear that the bus was not designed to be rewired.

Finally, after Steve Harrison was able to identify a suitable new route for the cables, the work to relocate them began at Easter. By Easter Sunday afternoon this was far enough advanced to allow inspection and test running. These were quite successful, with a relatively small list, overall, of jobs to complete prior to entering service and some recommendations for future work. Subsequently, a new seat cushion was assembled using previously-made components and this was fitted during the May Day Bank Holiday, followed by completion of outstanding electrical work.



The new seat cushion for 493 takes shape as the interior foam is glued to the base and covered with calico



The finished result with its new outer leather covering in place

Photos: Andy Thornton

After this, a start was made on a heavy interior clean and application of hide food to the remaining leather seats. The Saturday of the Spring Bank Holiday weekend saw 493 outside and almost completed, but not really needed for service owing to the very wet weather. This allowed for further coachwork repairs and cleaning, taking advantage of the better lighting conditions. After finishing the repairs on Sunday morning, the coveted "Fit for Service" disc was issued and 493 entered passenger service for the first time in several years. Several positive comments about 493 were received, especially from trolleybus crews.

Douglas 52, which was bequeathed to the Museum by the late Mike Dare, has been moved from the former chapel at Westgate and driven under its own power to the main Museum. The purpose was to assess whether it could be made roadworthy to go to the Isle of Man for their annual heritage bus rally this summer. Also, having another serviceable motorbus will give us greater flexibility for the Isle Tours and supporting local events.

It was discovered that 52's engine had a cracked block and that two inspection plates had corroded through. As a result the engine was removed and was sent away for repair. This has now been



Douglas 52 in the Workshop awaiting inspection and further attention *Photo: Andy Thornton*

completed (the block having been "stitched") and two new inspection plates are being procured. Whilst the engine was removed, the opportunity was taken to inspect the cause of the flywheel slipping - a known fault from when Mike last used it. This fault was traced to a worn shaft which has now been turned down and sleeved. It was also found that the two main rubber seals were worn out and replacements have now been procured.

One of the brakes was found to be virtually seized on, and when freed it was found that there was still a problem with the main brake actuator, which was also seized-up. This has now been removed and has gone away for refurbishment. Although the tyres still had plenty of tread, they were deemed unsuitable for road use owing to their age, so a new set has been obtained and fitted. It is hoped to have 52 roadworthy by July.

Wellington 82's restoration project suffered a setback following a decision by Thamesdown Transport that they are not able to undertake any further external contract work. This was especially disappointing as 82 had been on their premises in Swindon for over 18 months. The project will now be carried out for us by First South Yorkshire and 82 has moved to their premises in Rotherham.

NEWS ROUND-UP

Personal

Many congratulations to Webmaster Aiden Proctor on his marriage earlier this year to Jenna Scholz. Best wishes also go to our Membership Secretary David Needham, who has been unwell recently. We hope to see David back at the Museum and in good health again very soon.

Site Work

There have been many repairs to buildings in recent months, including professional carpentry work on the exterior of the *Regal Cinema* and the replacement of the Traffic Office and stores doors. Our volunteers have been busy too, with a variety of tasks, some of them captured in the photographs below.



Above: Peter Wilkinson painting the chassis of Huddersfield 470

Photo: Jason Bowers

Above-right: Gerry Carroll painting the door of *The Trolleyshop*

Photo: Bob Ashton

Right: John Arundell tidying-up after a productive session in the garden

Photo: Andy Thornton



Safety and Security

The CCTV system is now installed and key staff will be trained in its operation. It will be particularly useful to back-track to earlier recordings in case we need to investigate a theft or some other unwelcome incident.



To make space for contractors to install smoke detectors in the depot roof we had to remove the front row of vehicles, creating a long line-up - this time not for public view! *Photo: Bruce Lake*

Some preparatory work has been done on the fire alarm system, but the whole system is not yet in place. When it is complete, staff will need to know where the “break-glasses” are, what the alarm sounds like and how to follow the emergency procedures, in case of a fire during an open day or whilst working on site.

Visitor surveys

During three days at Easter and two during the May Day weekend, departing visitors were invited to participate in a visitor survey, the questions being asked by two young ladies, Monika Szymula from Kraków and Magdalena Gawrys from Katowice. They are studying travel and tourism at North Nottinghamshire College, Worksop, and this work experience project was part of their coursework.



Visitors completing their exit surveys *Photo: Dave Chick*

Visitors were asked where they had come from, whether they had visited us before, and what they liked and disliked about their visit. This information will give us a better understanding of who our “customers” are and how we can improve the visitor experience. Both these elements will serve as inputs to our assessment for re-accreditation.

During the Easter weekend, 134 visitors provided feedback and the results have been analysed by Nick Broxholme. When these have been consolidated with the findings from the second survey weekend, we will be able to share the highlights in a future *Scene*.

As for our students, having done five days of interviewing, they declared a wish to “do some real volunteering” and happily set about painting the back axles and springs of our Ransomes D6 chassis (see photo on page 8). They enjoyed that so much that they have now joined the Museum so they can come back to do some more. A big welcome to our new helpers... we’ve plenty more for you to do!

THE TROLLEYBUS DURING THE FIRST WORLD WAR

The Trolleybus Museum at Sandtoft's most ambitious exhibition to date will be launched on 23 August and will run until November 2018. The Pelham Building, which, as a pre-First World War structure, makes the ideal setting, has been closed for the last few weeks while it is refurbished in readiness for the exhibition to be installed. New flooring was laid at the end of May and it really enhances the building !

The exhibition is a joint venture between the Trolleybus Museum at Sandtoft and the British Trolleybus Society. It will tell the story of the trolleybus in the UK between 1914 and 1918, when trolleybus operation and its technology was in its infancy, and how it was affected by the War.



LED BY IWM



Ken Allbon's early trolleybus models

Photo: Dave Chick

A centrepiece of the display will be a series of models created by BTS member Ken Allbon, including a Stockport Lloyd-Köhler 'car specially constructed for this exhibition. We have also commissioned scale model infrastructure so that visitors can examine the three types of power supply systems which were used in the UK at the time - the "under-running" Schiemann system (which became the standard for all British trolleybus systems), and the Cedes Stoll and Lloyd-Köhler systems which both employed a trolley running on top of the overhead wires, being connected to the trolleybus with a flexible cable. The models, together with mannequins dressed in specially-commissioned replica uniforms will help to bring archive photographs to life, facilitating a better understanding of some aspects of life 100 years ago. Illustrated information boards will tell the story of the development of the trolleybus pre-1914 and its use during the War.

The Trolleybus Museum is part of the First World War Centenary Partnership, led by Imperial War Museums (IWM). This partnership is delivering a global programme of events and activities inspiring young and old to connect with the lives, stories and impact of the First World War.

We have also secured funding from Joining Up The Humber, a partnership of three museum services spanning the Humber region (this includes our area - North Lincolnshire) to particularly focus on First World War Centenary projects. This funding, which comes via Arts Council England (ACE) will assist with the cost of providing the various items and services we are procuring in order to stage our exhibition, which will innovatively set a new standard for our Museum.

ARCHIVE CORNER

Whilst Colin Barker was researching the material for his latest publication *Rotherham Trolleybuses*, he noticed from photographs that at a number of the Rotherham trolleybus turning circles there was a contact skate fitted to the positive wire. At the time Colin wondered whether they were somehow used for timekeeping, but he was pleased to receive the following explanation from Laurie Johnson, a former driver of Rotherham trolleybuses:

“In answer to this query about the contact skate, they were for lights to come on when trolleybuses turned. They were needed when we only had sparse gas lighting - Silverwood was very dark, and turning in foggy conditions at all circles apart from Ewers Road was very dodgy. However, in later years as street lighting improved, they fell out of use and were not replaced. The picture below shows a turning circle equipped with these lights: the trolleys of the double decker have just passed a light switch and on the poles at the side of the bus you can see light fittings, one of which is actually lit.”



A wet and gloomy Rotherham scene at Park Lane, Thrybergh. Although not the clearest of views, the double-decker seems to have just switched on the trolleybus-controlled lamp, which is just visible at the top of the trees on the left
Photographer unknown

Editor's note: Colin's book *Rotherham Trolleybuses* includes a photograph (no.68) of trolleybus no.26 at Ewers Road terminus, clearly showing the overhead contact skate. Also, Rotherham was not unique in this practice. I seem to recall something similar in Bradford at the Springhead Road turning circle - a short working on the route to Thornton. Here the road was very wide and a series of driver-operated "fairy lights" traced out the curve of the overhead to assist drivers in dark or foggy conditions. Does anyone have a photograph?

TWO DAYS WITH THE ROTHERHAM 73 TEAM

"Next Trolley to Worry Goose Lane ? - 2015, Sir."

Richard Jackson

The tale of vehicle restoration is a story of many years of patient work, mostly in cold workshops nursing a warm mug of Bovril, and also the staggering sums of money needed to resurrect a 'bus to its former glory. So far, in my years of working on vintage transport, I have never been involved with the re-birth of one of the 'buses, trams or trains that I would ultimately be privileged to operate. Until now...

On 19 November last year, I was invited along to the regular restoration sessions of Rotherham trolleybus no.73 (CET613). This vehicle's history is long-winded, but in brief this single-deck East Lancs-bodied Sunbeam MS2C ran from 1943 to 1949 in its original form. It underwent a transformation in 1950 when it was rebuilt, and finally ended its service life in 1954. Now, after many years, it is being restored as closely as possible to its 1949 condition. On selected days throughout the year a small gathering of enthusiasts congregate to share tea and cake, and, in-between the eating, do some restoration work.

On the day I joined in, there were five of us present. I was lured into this by the promise of a substantial slab of cake and a bar meal. I was not disappointed. In return, I helped by painting the trolley-heads and with the construction of a wooden holder for housing a heater to help remove condensation from the motor after a winter rest. In addition, it was an eye-opener to see and work with a bus from a perspective other than that of a conductor.

The first job of painting the trolley-heads was quite interesting because, as I was doing it, 73's owner, Tim Stubbs, was explaining how these heads had originally been taken off a double-deck trolleybus. So, before they could be cleaned-up and painted, someone had to alter them to match the new angle of the booms on a single decker. These are the jobs which many people don't realise are necessary - and take ages to do. I never really thought about it myself, but only after someone mentioned it did I realise that spare parts for a trolleybus can't easily be transferred from one vehicle to another. Every individual element of a restoration seems to be a time-consuming task in its own right.

Whilst there, Peter, Tim, Clive, Nigel, Mike and I cracked on with a multitude of tasks, from constructing a new rear panel for covering the resistors to laying the lino on the floor. Days like these are a wonderful example of using skills that are almost unthought of by many people who ride on the 'buses. I, myself, will admit that I had never realised the true scale of a restoration job until I arrived that morning and heard the "to-do" list.

As mentioned above, my perspective has always been from an operational side. I have always been privileged to work on the finished product as a conductor. So it was definitely an interesting experience to get "hands-on" with a trolleybus in the process of restoration. This is because it helps to understand the vehicle better, and why vehicles behave as they do. For example, it's one thing to know that when you push the power pedal it makes the bus move, but it's quite a different understanding to crawl under the 'bus and see how the pedal links to the bank of

resistors, and how these connect and ultimately accelerate the trolleybus.

It's also a considerable eye-opener to see the herculean task of a restoration. There is a plethora of jobs and most of these have to be started from scratch. Among many others, these include panel beating, electrical wiring, painting and tensioning the booms. As many other preservation groups will agree, when a 'bus is acquired, it can be far from operational. Firstly, one must ascertain how much can be saved. In some cases there is very little. This means that plans have to be drawn up. If one is incredibly fortunate, the plans may already exist, but that is a slim chance. One can't call up the factory and ask for the drawings for a trolleybus ! However, in the case of 73, it's amazing what information is available in the West Yorkshire Archives in Wakefield ! Tim certainly knows where to go researching, in this case following suggestions made by the late Stanley King.

I also never realised how much time and effort some jobs take. For example, whilst we were having one of our many tea breaks, I was told how someone had spent hours cutting, counter-sinking, screwing, and varnishing all the window frames. There are many individual panels which need to be measured and constructed from scratch. Also, the bodywork itself is a multitude of layers to ensure all the electrical components are kept safe from the onslaught of Rotherham's worst weather. As mentioned above, these unsung duties are mostly never considered whilst riding round on them, ringing bells and issuing tickets.

Earlier, I described the job of restoring a trolleybus as "herculean". That might have been an understatement, as I have come to realise that it's not simply a case of replacing old parts with new. I learned from discussions with people involved with restoration that as the years progress, spare parts become increasingly difficult to source. So, after an enthusiast has spent many hours trawling the scrap-yards of Britain in search of their vital missing component to no avail, the inevitable conclusion is that a replacement will have to be made from scratch. As I found out with Rotherham 73, achieving this can take many hours of work and consume many pounds of savings.

This is assuming one can at least source the plans or drawings for the part you plan to make, which, in all probability, no longer exist. So, first you have to design it yourself, then make it or have it made. This is where the restoration group itself needs to be given credit. The skills which its members possess are now slipping from the new generation of enthusiasts. In the age where young people (myself included) have been raised in the art of IT, the ability to look at a 'bus and formulate a plan-of-action to get it working is unfortunately becoming rare. I suppose another problem which will affect the restoration movement in the future is the small number of young members.

Can I ask the Rotherham 73 group to forgive me for the next sentence ? They are mostly older gentlemen and I was the only one there unable to remember trolleybuses in their prime. However, it is these men, with an understanding of how they work and what the finished project should look and sound like that is carrying the restoration forward. Without their skills and knowledge, this

“herculean” task would indeed be even greater.

Additionally, I never considered how much unseen work is buried within the bowels of a trolleybus. So, after slaving over a part for weeks, it ultimately gets fitted somewhere where it will never get noticed. However, these hours of labour are all necessary to ensure the resurrection. This relates to my previous comment about never realising the true extent of the work when my experience has only been from an operational perspective. It can be very revealing to talk to the members who have re-built these vehicles and gain an understanding of what is actually involved in their reincarnation. It took Peter and Tim a whole day to tension the booms correctly, and Mike spent several days cleaning-up all the wheels. The general public don't often realise the scale of the work, and truthfully, neither did I.

On my second working-day on Rotherham 73, we had a full house, therefore we were able to make excellent progress. The day began as normal, with an overly substantial breakfast at the Premier Inn, then to arrive in time for a cup of tea and natter before commencing work on 73.

Mike and I were tasked with going underneath 73 and occupying ourselves with the paint brushes. I was crawling around trying to locate as many bare-metal screws, metal panels, and metal fittings to wire-brush and apply a layer of red primer, whilst Mike, who started from the other end of the 'bus, was touching up all the silver/ grey areas of paintwork. The reason for this is simply to prevent any risk of corrosion. All of this helps to preserve the life of the trolleybus once it returns to operational life. If this wasn't done, the first time it ran on a damp road, the 'bus would begin to rot away, and everyone's hard work would be wasted.

This is one of those jobs which, once started, seems impossible to complete. After you think that you have located all the bits in one area, you find another alcove with six more screws that need wire-brushing and under-coating. This is where trolleybuses are far from accessible. If you thought getting into the cab was tricky, then trying to get to an area of bare wood underneath the 'bus is virtually impossible. I ought to apologise to Mike for barricading half the pit at this point. I found the easiest way to paint the wooden support frames was to wedge myself horizontally across the pit, with arms outstretched. Despite having no line-of-sight to what I was doing, I managed to achieve that job. It just meant that Mike had to keep ducking underneath me every time he wanted to walk past - an undignified arrangement, but it did enable the job to get done.

There are obvious drawbacks to being six feet tall and working underneath a trolleybus. However, as it transpired, the main issue was Mike and myself liaising regarding which parts we'd painted. I think I now have the complete drawings of a trolleybus axle imprinted on the back of my overalls in silver paint. How many times did I lean against something, only to be told that “it might be wet”?

Whilst we were busy painting each other, the rest of the team were applying themselves to the rear of the 'bus, continuing work on the rear panel that covers the resistors. Nigel frequently assisted Peter on the panelling work. Clive focused his efforts on the flooring, which entailed cutting and securely gluing the lino

down, heating the lino up prior to laying to ensure it didn't crack once laid. Meanwhile, Susie was preparing a delicious spread of food for our lunch.

After this pleasant lunch, where the conversation stuck rigidly to the glory days of the "trackless", we embarked upon the most exciting stage of the restoration to date. We needed to get 73 turned round so that work could commence on the front end. I believe the original plan was to use a motorbus to drag her out and perform what can only be imagined as a 20-point-turn. However, Tim had prepared for this, and 73 was equipped with a rack of nine batteries and a mains connection to allow her to move under her own power. This would be the first time she had done so in over 60 years. The mains supply was needed because the control circuits and contactors operate on 600v, so the battery (at 72v) was not sufficient. The mains lead fed a 240v AC to 600v DC convertor.

So, with Tim Stubbs at the controls, three passengers, and two observers to ensure she didn't crush the flower-beds or stray beyond the reach of the mains-wire, she managed to reverse herself out of the shed using her own traction motor. This wasn't completely problem-free. 73 is designed to not allow drivers to accelerate beyond notch no.4 in reverse, in order to prevent anyone doing 30 mph backwards. However, the batteries were not providing enough power to allow notches 1 to 4 to actually move her. So Tim, armed with a roll of insulation tape, was able to force 73 to apply all notches in reverse. This plan, I'm sorry to say, was only as good as the strength of the insulation tape. It did work, but kept breaking loose every so often. So just as we started to hope that it was working, 73 would stop, and Tim would need to once again tinker around with the controller.

There was also a slight limitation with regard to the distance the bus could go, because she was hooked up to the mains. This meant she could only venture as far as the cable allowed. I was filming some of this movement on my phone, and have a wonderful clip with a fantastic sound-bite at the end saying; *"Wow, STOP. No, it's OK, we have an extra six feet of cable now Mike's not standing on it"*. He does, of course, contest all wrongdoing, but I have the evidence to prove otherwise.



Tim Stubbs at the wheel carefully turning 73 during battery manoeuvres outside
Photo: Richard Jackson

We were all fortunate enough to experience driving 73 around in the yard. Although she was limited in range to the length of the mains-wire, this still proved to be an exciting moment. There is something slightly surreal about driving a trolleybus with the cab not yet restored. There is an impulse before setting-off to try and shut the cab door; which isn't there ! Even though I knew the batteries weren't kicking out the same level of power we'd expect from the overheads, I was still expecting the 'bus to leap forward when I pressed the power pedal. It was certainly a different kind of driving experience. Also, forgive me, gentlemen, for the following insult. I found it reasonably easy to get in and out of no.73. But I'm only 26 and am reasonably agile; even on a full stomach. Others, however, were not. Due to the un-worked-on front end, there weren't any grab-handles or usable foot-holes to aid one's ascent/ descent into the cab. If I hadn't removed the foot-hole to allow me to paint the side panel, it might have made it a smidge easier for the others ! In the event, a step-ladder was brought out to help some people get in ! All part of the fun, though.

Thanks to Tim for allowing the above to happen. He was quite insistent that we all have the opportunity to have a go behind the wheel. Even when the batteries started lacking in power, he wasn't going to allow someone to miss out on a turn.

It's occasions like these which make the restoration of a vehicle worthwhile. There was such a sense of history resurrected when 73 was shunting herself round in the yard. The pride that showed over everyone's faces was amazing to see. It marks that moment when all those involved with 73 can stand back and know that it's all been a rewarding and successful enterprise.

Whilst on the subject of things which didn't go according to plan, I must mention the difficulty we had getting 73 back into the shed. Driving her out of the shed was easy enough, once Tim had tricked her into using all the notches. However, by the time she was ready to go back, the batteries needed a re-charge. So firstly we put the batteries on charge, then secondly, we put the kettle on, because we knew that we'd have a lengthy wait until the batteries had charged up sufficiently to get 73 back indoors. Susie also managed to locate some Christmas cake. After about an hour of detailed bus-related debate, 73's batteries had enough power in them to get her into the shed with very little difficulty.

Whilst waiting for the batteries to charge we had a look through the various locations on the destination blind. After much reminiscing from Mike, who had travelled on most of the routes, we settled upon: route number 32, destination: "Worry Goose Lane". I would like to explain how much care Tim has given to this. He was keen to have a blind with all the original destinations, and in the original order. This has been a mission to achieve. It seemed that there were no original destination blinds in existence to simply copy, so old photographs had to be researched to ascertain the correct order, which is not alphabetical. This example shows the amazing amount of attention needed to ensure that the 'bus is restored as authentically as possible. In the event, following this exercise, an original blind was actually found, and then a copy made for 73.



A rest break whilst 73's batteries recharged, taken shortly before the return to the shed

Photo: Tim Stubbs

Exploring the destination blind options, and settling upon "Worry Goose Lane", route number 32 (nearly there !) because it rekindled fond memories with some of the group

Photo: Tim Stubbs



Tim reversing 73 back inside the shed after it was turned round to allow work on the front-end to continue

Photo: Mike Johnson

Another point on this theme is the brass “Sunbeam” plate in the cab. This was generally assumed to be original by all of us on site that day, until Tim mentioned that he couldn’t find an original one, so he had that one custom-made. This entailed photographing an existing plate and getting a company to manufacture a new one from his pictures. Tim then stamped the plate with the correct registration marks etc. and installed it in the cab.

Rotherham 73 has undergone much change in her lifetime, but there will always be some parts which cannot be restored to match exactly the 1949 time-period that Tim is aiming for. An example is the rear window. In 1950, 73 was rebuilt by East Lancs. in a style similar to the newly-delivered Daimler trolleybuses. During this rebuild the rear window became an emergency exit, having previously been a fixed window. Safety considerations have taken priority over the pursuit of perfection, and it was decided to retain the emergency exit window, so this aspect of the post-1950 style has survived.

In conclusion, credit needs to be given to all the preservation groups around the country who slave away for hours in their free time, and invest large sums of their own money into bringing another vintage vehicle back into service.

Reproduced by kind permission of the Rotherham Trolleybus Group

A SPECIAL TROLLEYBUS DRIVING EXPERIENCE

A group from First South Yorkshire took part in a Trolleybus Driving Experience day on 31 March. They did their training on Maidstone 72 and everyone had a very enjoyable day. Trainees, Danyelle Middleton, Simon Middleton, Alan Barstow and Andrew Metcalfe are pictured here with colleagues from First South Yorkshire and flanked by instructor Bruce Lake and conductor John Zebedee.



Photo: Tim Stubbs

A MESSAGE FROM THE WEBMASTER

The hosting company that hosts our website recently updated their email systems. During the process, we unfortunately lost the list of emails subscribed to the members@sandtoft.org mailing list. I have reinstated as many as I can from a back-up list but that was not up-to-date. So, if you have not received an email from this address since the start of June, could you please re-subscribe to the mailing list by sending a blank email to members-subscribe@sandtoft.org ?

VOLUNTEERS' PAGE

Recruitment

We have been delighted to welcome a significant number of new volunteers in recent months, some of whom are captured on camera in these pages helping with a variety of jobs around the Museum, including some long-neglected ones. More assistance is always needed, of course, and it is important to make the most of any opportunities to encourage newcomers.

Organisation

Our processes are being put on a more professional footing by having in place a Volunteering Development Plan, which was ratified at a recent Board meeting and continues to be enhanced by volunteers' co-ordinator Linda Proctor. Some immediate changes have already resulted: these include holding a more formal staff briefing in the morning of the first open day of a weekend event. This meeting is run by the lead officer and is used to inform staff of particular activities arranged for the weekend, such as vehicle launches, children's events, special visits or coach parties expected. Everyone will be told who has been assigned to duty officer roles for the weekend and they will have the opportunity to ask any questions about the event and their involvement in it. These briefings take place in *The Tea Trolley Café* half an hour before the Museum opens.

Volunteer information

Those members present during this year's open weekends have been completing their volunteer information forms - thanks to them for doing so, and thanks to Linda for making this happen.

New handbooks

By the time you read this, the distribution of two new handbooks should be well underway. These replace the previous *Staff Handbook for All Working Members* originally produced in 2007, which has long been overdue for an update. The new *Handbook for Volunteers* is essential reading for everyone working at the Museum and contains important safety information, as well as general guidance about the care of visitors and your responsibilities as a working member. The companion booklet is the *Traffic Department Operations Guide*, which - in addition to providing detailed guidelines for traffic staff - covers many tasks sometimes carried out by other volunteers, such as the cleaning, preparation, testing and movement of vehicles. Its readership therefore includes engineering, maintenance and restoration workers, together with the owners of the resident trolleybuses and motorbuses.

We are doing our best to ensure that everyone who requires either the *Handbook for Volunteers* or both of these handbooks actually receives them. Also, because the Museum has a legal duty to provide Health and Safety guidance to everyone working there, it is important to keep an auditable record of what has been provided to whom, so we will be distributing these booklets in a controlled way with a receipt being filed by Linda in the volunteer training records. Please bear with us as we really do want to keep bureaucracy to a minimum, and this is actually a piece of responsible housekeeping to help us get all the relevant information to all the right people.

LOCAL EVENTS

As part of the Museum's initiative to increase its profile in the local area this year, we have already been participating in some annual events around Doncaster.



Re-creating the 1940s at the Thorne World War Two Event in May are (left) Fit-Sgt "Dambuster" Bowers and ARP Warden "Hodges" Ashton, in front of a not-quite-wartime Doncaster 22. Completing the scene (right): local ladies in period costume

Photos: (left) Chris Proctor, (right) Jason Bowers



Doncaster 22 joins other interesting exhibits at the Doncaster Vintage Vehicle & Steam Show on 1 June. We hope to welcome some of them at Sandtoft one day. Jim Sambrooks was the driver and 22 attracted plenty of attention

Photo: Jason Bowers

At Thorne Chris and Alex Proctor enjoyed meeting a steady stream of people coming to admire our historic vehicle. Not only were they able to spread the word about the Museum to a wider community - they even collected donations to help Doncaster 375. Thank you to Jason Bowers for organising our involvement in these events and to DO&LRS for supporting our presence with no.22.

Our local bus operator, Hornsby Travel Services of Ashby, is celebrating a centenary this year with a display in North Lincolnshire Museum and a bus rally at Normanby Hall on 20 July. Local buses have been invited and, as an ex-Hornsby vehicle, East London RN100 will certainly be attending. They are keen to make this a big event and will welcome any bus to the rally, provided it is not a modern one. Therefore, if you are interested in taking a bus to this event, please either let them know directly, or via Bruce Lake or Ian Wilson.

NEWS FROM OTHER MUSEUMS

Black Country Living Museum: Trolleybus operations have been suspended following an electrical contractor's report highlighting the presence of asbestos in the control equipment of the Museum's three vehicles. A firm of asbestos removal specialists was engaged to remove it, after which a substitute material will be installed to provide the required insulation and flame-proofing. Wolverhampton 433 has also been undergoing significant repairs to the steering and braking systems, with many components being renewed or repaired. The Museum's tramway is also out of action at present, pending attention to parts of the track declared to be unsafe after an independent inspection.

On a personal note, we were very saddened to learn of the death on 6 April of Stan Letts, who had been involved with the Museum for several decades. Despite being in his 80s, he was still a very active member of the Transport Group, both as its Newsletter editor and with restoration projects - the most recent being West Bromwich Daimler 174 which was launched last November. Stan was always very willing to help fellow enthusiasts everywhere, and was an expert maker of transfers of coats-of-arms and fleet lettering - he created and applied the transfers for Manchester 1344 following its repaint and return to Sandtoft a few years ago.

East Kent Trolleybus Group: Jeff White reports: "Progress on Bradford 704 is now regular, if not spectacular. We have completed the workshop/ stores and have moved the vehicle alongside it, pending the erection of a shelter. To date we have filled and primed the lower front panel and removed all the seats and other sundry items to the stores. The seats and frames are in quite good condition and now that the upper deck has been cleared we will begin refitting the windows. Our next job after that will be to jack up the offside with a view to removing the front offside wheel in order to replace all the rotten timber in the wheel arch. Do any readers know who might sell us a jack capable of lifting 8 tons ? One piece of good news is that (despite its problems) the Co-operative Bank has approved a grant of £500, which will help with the purchase of a supply of new window rubber for 704."

East Anglia Transport Museum: A major highlight was the launch in May of Ipswich 105, the restoration of which will be the subject of an article in the next issue of 'Scene. A less happy event, however, was an accident to Ashton 87 in late-March, when it collided with a traction pole. The front corner was damaged and 87 has been moved off-site to investigate the full extent of the repairs needed, which will not be known until some dismantling has first been done.

WOLVERHAMPTON 274

The remains of this 1938 Sunbeam MF2 trolleybus came to light when the derelict bungalow built around it was recently put up for sale. Events are very reminiscent of the history leading to the recovery of Hastings 46, now at Sandtoft, although 274 was a double-decker whose top deck had been removed in 1968 when the bungalow was constructed. It is located at Coven, near Wolverhampton, and the property was sold prior to coming up for auction in May.

RUNNING DAYS IN 2014

(Open 11.00am - 5.00pm unless stated otherwise)

Weekend Trolleydays <i>featuring a Teddy Bears' Picnic</i>	Saturday, 5 July 🚌 Sunday, 6 July
'Gathering Saturday Trolleyday <i>A preview of 'Gathering Day itself: twilight trolleybus operation and real ale beer tent</i>	Saturday, 26 July 🚌 (Open 11.00am - 10.00pm)
Sandtoft Gathering 2014 <i>with visiting historic vehicles, transport flea market, live music, real ale beer tent and lots for the family to see and do</i>	Sunday, 27 July Free Bus (Open 10.00am - 6.00pm)
Weekend Trolleydays <i>featuring Nottingham's trolleybuses</i>	Saturday, 9 August 🚌 Sunday, 10 August
Blues & Twos Weekend & Trolleydays <i>late summer bank holiday weekend featuring dramatic emergency services displays and demonstrations</i>	Saturday, 23 August 🚌 Sunday, 24 August Monday, 25 August Free Bus
Model Weekend & Trolleydays <i>featuring model trolleybus, tram & train displays</i>	Saturday, 6 September 🚌 Sunday, 7 September
European Trolleybus Day & Weekend Trolleydays <i>featuring modern trolleybus technology & operation exhibitions</i> Special attraction: The Moxie Brawl Dancers present "Sit Back" with the wartime London trolleybus clippies (More information on page 10)	Saturday, 20 September 🚌 Sunday, 21 September Free Bus
St. Leger Historic Vehicle Rally	Sunday, 5 October Free Bus
Twilight Trolleyday <i>with twilight & after-dark trolleybus operation; advance order fish 'n chips</i>	Saturday, 25 October 🚌 (Open 11.00am - 9.00pm)
End of Season Trolleyday and twilight running	Sunday, 26 October (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 approximately 40 minutes)

ADMISSION (charges include a Gift Aid donation):

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

On days shown on red background:

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

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