

# Sandtoft Scene

October 2017

No. 107



NEWS & VIEWS FROM  
**The Trolleybus Museum**  
AT SANDTOFT



# Sandtoft Scene

Edition No.107

October 2017

## Editorial Team

### Managing Editor

Helen Cross

✉ [scene@sandtoft.org](mailto:scene@sandtoft.org)

### Features Lead

Ian Brown

✉ [ianbrown@sandtoft.org](mailto:ianbrown@sandtoft.org)

### Vehicles Lead

David Hanchett

✉ [davidhanchett@sandtoft.org](mailto:davidhanchett@sandtoft.org)

### Events Lead

Patrick Wilkinson

✉ [patrickwilkinson@sandtoft.org](mailto:patrickwilkinson@sandtoft.org)

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.

## Contacting the Museum

**Telephone & Messages** 01724 711846

**Information Line** 01724 711391

**Email** [trolleybusmuseum@sandtoft.org](mailto:trolleybusmuseum@sandtoft.org)

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

**f** [facebook.com/trolleybusmuseum](https://www.facebook.com/trolleybusmuseum)

## Front Cover Picture

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# Welcome

## Messages from the Editors

2017 has provided a summer of interest: the Museum has acquired new premises, hosted more special events than ever before, and seen a number of trolleybuses return to service.

The **Sandtoft Gathering** was a great success again, with a wonderful selection of visiting vehicles as usual. Although visitor numbers were slightly down on the previous year, the atmosphere was just as enjoyable! The weather was with us, which always improves photographs and there are plenty of these in this magazine.

Other events since the last issue have included the **Big City Weekend** event at the August Bank Holiday and the **Worldwide Weekend**, both of which are covered here. September's **Steam Fair and Rally** is too close to our press date for a full report, but there is a sneaky peek in this issue.

In this edition, we remember another closure anniversary, this time it of **Derby Corporation Transport's trolleybus system**. Although not the largest in the country, it was frequently visited by enthusiasts. It was known for its 'worker's specials' - which were really only understood by the workers that used them and the staff that ran them!

Our **Trolleybus Driving Experience Days** are going from strength to strength, with participants from countries around the world travelling long distances to take part. Richard Jackson reflects on this programme and its future in this issue.

Dave Chick is championing a new project. The Museum is poised to build, from scratch, a replica of one of the earliest UK trolleybuses. His article on this exciting project can be found in these pages.

All this and the season is not over yet! A few days after publication we will have the **Isle of Axholme Running Day and Rally**. Two weeks later the Museum is risking being open at **Halloween**. Visitors and staff are encouraged to dress accordingly, although some of our staff may look frightening enough already! (Naming no names for the protection of the guilty). We also have our **Twilight Running Day** to look forward to, one of the few days in our calendar when one can ride on a trolleybus after dark. The day after will be our **Annual General Meeting**, followed by a members' forum, when matters affecting the future of the Museum will be discussed. Please put the date in your diary, and come and have your say.

We would like to end by thanking Stewart David for his work on the Museum's board. He has been Managing Director for eighteen months but decided to step down from the end of August. During his tenure he has pushed hard for the Museum on many fronts, and was instrumental in securing and organising most of the special events that ran during that time. Living locally, he was able to do so much for the Museum that went unnoticed by many. Stewart will continue as Traffic Manager, a post he has made very much his own! **Thanks Stewart.**

## New Members

We would like to extend a warm welcome the following new Sandtoft members:

Mark Blackstone	<i>Bristol</i>
Timothy Hawkins	<i>New Mills</i>
Nigel Ogden	<i>Lytham</i>
Tony Purchase	<i>Doncaster</i>
Peter Smith	<i>Manchester</i>
Allan McCorquodale	<i>Doncaster</i>
David Gibbons	<i>Maidstone</i>
Michael Godwin	<i>Sawbridge</i>
Andrew Lawton	<i>Stafford</i>
Nina Chandler	<i>Reading</i>
Ken Grubb	<i>Nantwich</i>
Geoff Hempshall	<i>Nottingham</i>
James Smith	<i>Liverpool</i>
Philip Nuttall	<i>Hope Valley</i>
Mike Onda	<i>Pontypridd</i>
Jason Shron	<i>Ontario</i>
Haydn Wootton	<i>Stourport on Severn</i>
Francesca Sturgess	<i>Doncaster</i>
Michael Spilling	<i>Wakefield</i>

## Photography



We would like to thank the following photographers for their help with this issue:

Andy Thornton (AT), Bob Ashton (BA), Clifford Stead (CS), Dave Chick (DC), Ian Brown (IB), Paul Colegate (PC) and Richard Jackson (RJ).

# News from the Boardroom



Compiled by **Francis Whitehead**, *Financial & Development Director*

## Stewart David

by *Graham Bilbé*

It is with considerable regret that we announce that Stewart David stood down from being a Director with effect from 1 September 2017. Stewart was appointed to the Board at the 2015 AGM and has been our Managing Director for some 18 months, in which time he has achieved a good deal for the Museum.

Since becoming a Director, Stewart has developed private visit openings at the Museum, with far more now taking place with coach trips and transport and photography groups, amongst others. He also took on overall responsibility for Health and Safety and for open day staff rostering. As Managing Director, his role became much wider, overseeing organisational and practical functions, and as a volunteer-run organisation it has been extremely helpful to have an effective MD living reasonably close to the Museum. However, Stewart has decided to pursue other interests and stand down: we are pleased to say, however, that he will be continuing to act as trolleybus operations Traffic Manager, and for the time being, to prepare the open day staff rosters.

We are very grateful to Stewart for the considerable effort and time that he has put in to Sandtoft during his time on the Board, and hope that the opening created by his departure will enable a 'new' and, ideally, younger(!) member to stand for Board at the forthcoming AGM - though not necessarily to take on the MD role. Most existing Board members have been so for many years and recognise the need to inject some fresh thinking, especially at this critical time with the Burntwood integration and development and other works to take place over the next few years. If you think you've got what it takes, please give the matter some thought and consider coming forward with the nomination form enclosed with this issue of **Sandtoft Scene**.

For the interim, overall Health and Safety responsibility has reverted to myself, until such time as we might appoint an alternative H&S Director, and we are currently looking to appoint a suitable external H&S adviser to assist us professionally. Until further notice, any H&S concerns or issues should be referred to me but, irrespective, should also be brought to the attention of any Board member who might be on hand or available.

## Board Responsibilities

Following Stewart David's resignation from the Board, many of his responsibilities have, for the time being, been allocated to other Directors. Following the AGM, there will be a review of responsibilities and possible restructuring.

## Museum Mentor

Our search for a museum mentor to take over from Susan Hopkinson who, as reported in Sandtoft Scene last time, has had to step down from that role with us, has prompted an application from a very promising candidate.

Whilst the job does not demand a huge amount of time, there are several pre-qualification requirements set out for the role by Arts Council England (ACE), as the position is necessary under the ACE-administered Accredited Museum scheme.

Bruce Lake has been leading the recruitment process and most of the Directors met our prospective mentor at the last Board meeting (22 September 2017) when useful discussions took place.

The next stage in the process is for approval from ACE, so our applicant is now to submit his details to ACE. If all goes well, we anticipate being able to publish further details in the next Sandtoft Scene, and maybe even make an introduction at the AGM on 19 November 2017.

## Development

Ideas about how to develop the combined premises of the Trolleybus Museum and Burntwood are slowly evolving, but it is a slow process at the moment as the TM@S Board and the BTS Committee each fully identify what their respective organisations need. We have received various ideas from members and these will be given due and detailed consideration. It is not too late for anyone to chip in with their own thoughts, so make sure you contact Bruce Lake, Francis Whitehead or Dave Chick so that everything can be properly considered.

Meanwhile, to assist with what will become the more detailed assessment of possible layouts for the enlarged Museum, a land survey is to be commissioned. Many, many years ago, we did have a survey done that plotted all sorts of topography (buildings, roadways and paths, traction poles, lamp posts, manholes, hedges, trees, fences, ditches and ground levels), but since then not only have we constructed various buildings and realigned bits of roadway, but we have also added 1.2 acres of land, let alone Burntwood!

We are also about to install a couple of environment monitors in the Burntwood bungalow so that we can begin to understand what measures need to be put in place to use at least part of the building as an archive store, for not only does the Museum have a considerable amount of archive material, but so does the BTS. Accordingly, the two organisations are to consider how their respective items would best be cared for – as separate collections or combined in some way. Coupled with all this, we are investigating what storage furniture and supplies would be required, costs and availability, along with possible funding sources. Our two organisations recognise that developing this side of the Museum can be undertaken independently of the main development.

Of course, it is crucial that the whereabouts and orientation of the proposed new TM@S 8-vehicle depot building is such that it can fit in with our ultimate museum layout. In the light of some concerns and technical issues, there has been a degree of re-thinking since the initial location was identified, but the Board is now satisfied that locating it almost entirely on the “field” near what was the north-west corner of our original site will have the least impact on the new development plans and the existing operations of the Museum.

## A Trackless for TM@S

The Board has enthusiastically endorsed a project, headed by Dave Chick, to construct a replica of Keighly Cedes-Stoll trackless no.0. The ambitious project is intended to later include the construction of a dedicated road with a length of Cedes-Stoll overhead wiring erected using period-style “lattice” traction standards and become part of the Trolleybus Museum telling the story of the trolleybus. As such, our no.0 will be the only Cedes-Stoll trolley vehicle in the world to operate using power drawn from overhead wiring. A detailed account of this project can be found in this edition of Sandtoft Scene.

## Programme of Running Days for 2018

The 2018 programme of Trolleydays (and any related themes) has not yet been finalised, but will be in the coming few weeks. We are anxious to avoid having Trolleydays on consecutive weekends as has happened this year for what at the time were some very good reasons.

Trolleybus Driving Experience (TDE) days have, however, all been agreed. We are pleased to announce that Richard Jackson has been appointed Trolleybus Driving Experience Manager; Richard will now see the activity through from enquiries and bookings to the days themselves. More about TDEs is included in an item by Richard elsewhere in this issue.

Richard is also to take over the management of coach trip visits and private party bookings, so a big “thank you” to him for taking this on. >>>





## Annual General Meeting

The 2017 AGM will take place on Sunday, 19 November 2017, commencing at 1.30pm and the formal notice for this meeting is enclosed for members with this magazine. This year, the Directors retiring by rotation are Francis Whitehead (Financial Director) and Tony Ferris and Chris Proctor (Ordinary Directors); in addition, as a result of the resignation on 1 September 2017 of Stewart David, there is a casual one-year vacancy for an Ordinary Director. Thus nominations are invited for the position of Financial Director and for three Ordinary Directors: Francis, Tony and Chris are all prepared to stand again for re-election. In the event of an election occurring for the three Ordinary Director positions, whoever is elected that polls the fewest votes will be deemed to be the candidate filling the casual vacancy and will be required to retire by rotation at the 2018 AGM. There will be no special resolutions to vote for this year and as is standard for General Meetings, there will be no formal "Any Other Business".

As usual the formal meeting will be followed by a members' forum, when topics on any matter relating to the Company and the Museum can be discussed.

## Working Parties

In recent years, working parties have been arranged over selected winter weekends. In order to make working parties more "attractive", we are endeavouring to have working sessions on days during the early autumn before the weather turns too cold. A variety of jobs need to be undertaken, so if you are at a loose end at weekends in the coming months, please contact Bruce Lake to arrange coming along to the Museum to help.

**STOP PRESS! • STOP PRESS! • STOP PRESS! • STOP PRESS! • STOP PRESS!**





## Sandtoft Steam Rally - 22 and 23 September

Just as this issue closed for press, the weekend of 22 and 23 September saw a highly successful steam rally held at Sandtoft. Here are a few photographs from Ian Brown's camera, taken on the Saturday, as a sneak preview. A full report will appear next time.



*In September 1911, the new Cédès is seen at Bayley's works at 42 Newington Causeway, London. It is equipped with an Estler trolleybase but it is not known to have ever operated with conventional trolley booms.  
(Copyright J Whitehead)*



# A Trackless for Sandtoft

*by Dave Chick*

I am delighted to share with members the news that a new project has been launched which will give visitors to the Trolleybus Museum at Sandtoft the opportunity to see and experience a trolleybus operating system which had disappeared in the UK by 1926 and has not been seen anywhere in the world for almost 80 years.

The Museum's Board of Directors has commissioned a replica of one of the UK's earliest trolleybuses to be built as part of an ambitious plan to operate the world's only trolleybus line using the Cédès-Stoll current collection system.

Construction of the vehicle is to commence imminently and it is due to be delivered to the Museum in 2019. It will be equipped with batteries so that it will be able to operate on the museum site but it is planned that in time a short line will be built to demonstrate how the very earliest trolley vehicles took their power from overhead lines.

At the Trolleybus Museum at Sandtoft and every trolleybus system and trolleybus museum line around the world, trolleybuses have two booms which are pressed upwards by powerful springs so that they make contact with the overhead lines. Before this method predominated, early trolley vehicles used a trolley running along the top of the overhead wires and this was connected to the vehicle using a flexible cable.

The replica will be based on a trolleybus (or "trackless" as they were more usually known at the time) which operated in Keighley from 1913 until 1924 but which had previously been the first trolleybus to carry passengers in London.



## The Story of the Sandtoft Replica: A Historical Briefing

The first trolley vehicle had been demonstrated in Berlin in 1882. Siemens' Elektromote took its power from overhead lines by means of a 6-wheel trolley which ran along the top of the two wires and was connected to the vehicle via a flexible cable.

Several inventors designed variations on this theme of current collection, including the French engineer Louis Lombard-Gerin, whose system was used for the world's first fare-paying trolleybus service on public roads, in Eberswalde, Germany, in 1901. Later in 1901, Max Schiemann's system which is the basis for all trolleybuses running in 2017 made its public service debut, in Königstein, near Dresden.

Another development in 1901 was the application for a patent by Carl Stoll for a four-wheel trolley with a ball pendulum, which he claimed was an improvement on Lombard-Gerin's device. Carl's son Ludwig Stoll made improvements to his father's designs, including the use of hub motors designed by Ferdinand Porsche, originally for use in electric and hybrid electric cars. Ferdinand Porsche went on to found the Porsche car company and to design the Volkswagen "Beetle" car. The first use of the Cédès-Stoll system was in Gmünd, Austria, in 1907.

The fascinating story of the earliest trolleybuses is told in "Lombard-Gerin & Inventing the Trolleybus" by Ashley Bruce, which was published recently by Trolleybooks and may be purchased from the Museum shop.

These developments in mainland Europe were attracting the attention of British engineers and operators and in September 1909 a trolleybus was demonstrated by Railless Electric Traction Company Limited at the Hendon depot of Metropolitan Electric Tramways Limited. The following year the Cedes Electric Traction Company was established in London to supply Cédès-Stoll systems, which were marketed by Trackless Trolley Limited.

A chassis was imported from Austria and received a body at the "waggon builders and fire escape manufacturers" works of Edward Hodson Bayley at 42, Newington Causeway, London.

Bayley was an interesting character. Born in Accrington in 1841, by 1866 he was described as a wheelwright of Newington Causeway and newspaper reports of his death at the age of 96 said that he had held the position of liveryman of the City of London for 76 years. He had been a Liberal MP and a confidant of Gladstone and had also been the Chairman of the London Road Car Company.



*The demonstration vehicle at Keighley's Lees terminus in 1913, displaying trade plates and so probably before the line officially opened. The wall on the right and the building on the left still exist. (British Trolleybus Society Library)*

It seems likely that the trolleybus body was built by Bayley's because of the company's involvement with the supply of equipment for fire engines. In 1911 Cedes Electric Traction received an order from the London Fire Brigade for battery-electric fire engines, which had been found to be more economic than others and in tests were able to get away from fire stations more speedily. They were able to travel at 26 mph and had a range of up to 60 miles on a single charge.

The contract to fit these vehicles with turntables and ladders was awarded to EH Bayley. As this was around the time that Cedes was looking for a supplier to body the imported trolleybus chassis, it is logical that this contract was instrumental in the order for the trolleybus body being placed with Bayley, which also had some experience of building bus bodies.

The photo of the completed vehicle at Bayley's works which accompanies this article was taken in September 1911, at a time when only six trolleybuses were in service in the UK, two in Bradford and four in Leeds. This photo has only come to light comparatively recently and until it was discovered, it had been thought that the complete vehicle had been imported. This discovery explains why the vehicle does not look similar to Cédès-Stoll vehicles in service elsewhere.

In September 1912 the vehicle was used to demonstrate the Cédès-Stoll system to the meeting of the Municipal Tramways Association in Greengate Street, West Ham. 400 yards of overhead had been erected for the three-day demonstration.

Contemporary newspaper reports of this trial show that publicists' hype is nothing new. Local newspapers across the country reported that "The particular specimen of the trackless trolley which has found a place in the exhibition is a replica of hundreds to be seen in Austria". In reality, there were only dozens. >>>



Also at Lees and apparently with the same driver, who was probably the Cédès employee who drove the vehicle during the demonstration period. The photo is dated April 1913, still before the official opening, but the vehicle doesn't carry trade plates. (British Trolleybus Society Library)

Remarkably there is a very brief film of the demonstration and this is available online by following the link to <http://tinyurl.com/tracklesstram>

As far as I am aware, this is the only known film of a Cédès-Stoll trolleybus, or indeed, of any type of trolleybus other than Schiemann.

A deputation from Keighley visited West Ham to inspect the Cédès vehicle and the manager, Mr Webber, recommended that a trial be conducted on the Cross Roads route. One mile of overhead was erected from Ingrow to Hebden Road and the demonstration vehicle used at West Ham was supplied, together with a driver, for a free trial for three months. In West Ham and initially in Keighley, the trade plate A8 DC was carried, although it is not known why as trolley vehicles did not have to be licensed at the time.

The official inspection of the trial service was made on 24 April 1913, watched by large crowds and the newspapers reported that "the smooth and almost noiseless running of the car was the source of constant remark". The Board of Trade sanctioned the service for three months and public service commenced on 3 May 1913.

Despite some teething troubles, the Council decided that the trial operation was successful

and ordered two new vehicles to operate the Cross Roads route. When they arrived in March 1914, they received fleet numbers 1 and 2; the following month the demonstrator was purchased and given number 0! Keighley went on to expand its Cédès system and to purchase another six new vehicles. As with most Cédès operation, routes were equipped with just one pair of wires and when vehicles passed, the drivers had to unplug and exchange the flexible cables.

The vehicles proved to be very unreliable in service and were underpowered. To add to Keighley's problems, although Cedes Electric Traction claimed to be a British company, in 1916 the government forced it into administration as an enemy enterprise.



Another view at Lees (Cross Roads) in 1913, but seemingly after the line opened for service. The current collection method is well shown. The terraced houses in the background still exist. (British Trolleybus Society Library)

The Corporation purchased the company's supply of overhead and the only double-deck Cédès, which had been demonstrated in Hove.

A new manager appointed in January 1921, Mr J.A. Bromley, renumbered the trackless cars from 0 -9 to 50 - 59. At around the same time, under the provisions of the Finance Act, 1920, it was necessary for trolley vehicles to have Road Fund Licences and therefore registration numbers. The records show that a 25-seat trackless received registration number WR 8164. The eight cars bought new all seated 29, making it probable that it was trackless no.50 that was referred to. In some earlier press reports, it was described as a 25-seater, presumably meaning 24 passengers and the driver.

It is thought that after 1914, car 0, later 50, was restricted to the Sutton route, which closed in 1924. All ten trackless were still in stock in March 1924. WR 8164 was licensed from 24 March 1921 until 31 December 1924.

After the end of the First World War, few Cédès-Stoll systems survived, but Keighley struggled on until May 1926, after which time, Schiemann-style trolleybuses were used. Aberdare was the only other UK operator to use this system and closed in 1925.

Only 18 Cédès trolley vehicles were ever built for service in the UK and the other 17 all had bodies by Christopher

Dodson of London. All Cédès-Stoll overhead in the UK (in West Ham, Keighley, Aberdare and Hove) was erected by Clough, Smith & Company Limited.

## The Gmünd Replica

With the end of the First World War and the dismantling of the Austro-Hungarian Empire, the new country of Czechoslovakia was created in October 1918. The new border passed through Gmünd and on the Czech side of the border the new administration of České Velenice was created. The trolleybus line had closed in 1916.

On 21 July 2016, to commemorate the centenary of the closure, a full-size replica of the first Mercedes-électricité-Stoll was launched, witnessed by several hundred people from both sides of the border. The replica was the initiative of the Director of the local museum and gallery, GaMu, Jiří Kovář, who also project managed the construction. The vehicle is battery-powered and has become a local tourist attraction. It is able to operate on public roads with passengers, but although there will be a length of dummy overhead erected, it will not be powered from the overhead.

I was introduced to Mr Kovář by British Trolleybus Society member Jan Spousta, who had been a member of the project team. Later in the year I met Jiří again when he visited the UK and at that meeting he offered to build a Cédès-Stoll trolleybus for the Trolleybus Museum at Sandtoft. >>>



*The launch of the Gmünd Replica on 21 July 2016 as the crowd gets its first glimpse of the vehicle. The interior with its peripheral seating may be glimpsed through the doorway (Jan Spousta)*



*The scene at 42 Newington Causeway in 2017. The former Bayley's factory is now home to a variety of small enterprises. (DG Chick)*

## The Sandtoft Cédès Project

At the moment, the best way to appreciate the two non-standard current collection systems used in the UK may be found in the exhibition in the Pelham building, with models of Cédès-Stoll vehicles and overhead as well as a Stockport trolley vehicle and its Lloyd-Köhler overhead. Stockport was the only operator outside Germany to use this system.

So, when I put Mr Kovář's suggestion to the Museum's Board of Directors, they were very enthusiastic and following some debate, it was decided that the vehicle which became Keighley no.0 would be the most interesting to replicate.

Jiří has his original team back together to build our vehicle. My research continues because despite all the newspaper reports of the vehicle being demonstrated in West Ham and in Keighley, I have found no reference to its livery. Stanley King, the Trolleybus Museum at Sandtoft's President until his untimely death in 2012, wrote the definitive history of Keighley Corporation Transport in 1964. Characteristically, he made a very thorough job of researching the subject and despite the greater availability of archive material on the internet, I have found very little that adds to the information in Stanley's book. Stanley says that no.0 was "said to be painted red and blue".

It seems likely that car 0 would have been repainted into Keighley fleet livery at some stage as part of the repainting programme, but there is no evidence that this happened. All the known photos of the vehicle date from its early days and show it with no adornments, so it is not known whether it ever carried a fleet number, fleet names and corporation coats-of-arms or ownership details, although it seems logical that it would have done so after being purchased. Dieter Hopkin of Museum

Development Yorkshire has provided some very useful information about paint schemes of the era which will aid further research.

We want to be able to show our no.0 as the original was when it ran in West Ham and Keighley and so the minor modifications made by the time it reached Yorkshire will be removable.

## Next Steps

The construction of the replica has to be a commercial enterprise, so the Museum will be making payments for the work as it is in progress. A donation has been received which more than covers the first instalment. I don't want this project to draw funds away from other projects, especially at a time when the Museum is seeking to expand and develop, and so I am seeking commercial sponsorship to help fund the vehicle and, later, a roadway and infrastructure. I have some companies in mind to approach but I would be happy to hear from members with any suggestions about possible commercial sponsors.

I would like to thank Ashley Bruce, who calculated the vehicle's dimensions from the known size of the wheels and who will be helping to produce a prospectus for the project; Keighley local historian Ian Dewhirst, MBE, transport historians Paul Lacey and Graham Mitchell; Guy Marriott for facilitating research with the London Transport Museum and the Kithead Trust, and Robin Kitson and Gary Wilkinson of the Bradford Trolleybus Association.

No vehicles and few artefacts still exist of this aspect of trolleybus history. The Trolleybus Museum at Sandtoft will tell the story in the way it does best, by letting visitors experience what it was like to see and travel on an unusual type of trolleybus from over 100 years ago.





1925 Royal Enfield 976cc (PC)



1951 Singer Roadster 9 Series 4AB with Bradford 792 (PC)

## Trolleyday PLUS & the East Yorkshire Thoroughbred Car Club Rally

18 June

This was the second Trolleyday PLUS event of 2017. As the branding suggests, these days offer visitors more than just a Trolleyday (with or without a theme), and invariably will involve visiting participants of one sort or another. So it was that 18 June saw the Trolleybus Museum hosting a classic car rally arranged by the East Yorkshire Thoroughbred Car Club. With wonderful weather, around 100 classic cars turned up and most were in place before we opened to visitors at 11.00am. With so many vehicles attending, there was not sufficient room on the centre grass (this area can comfortably exhibit 75-80 cars), so one or two were displayed

in Sandtoft Square and others were positioned on part of our car parking field. Planning and managing open days like this is key to their success, and this one went like a dream! Our side of the operation was handled by Stewart David: EYTCC proved very professional and provided marshals to compliment our staffing for the day. The range of cars on display seemed to be superbly "one of each and two of nothing", as there just didn't appear to be any duplication of models – a marvellously interesting display for everyone. Many thanks to all who made the day go so well and we look forward to a further EYTCC event like this at Sandtoft in the future!



1974 Hillman Imp Super 875cc  
was in the Car Park (PC)



1986 FORD Model T  
Bucket 2500cc V8 (PC)



## Worldwide Weekend

1 and 2 July



Graham Bilbe on a tri-cycle which was made by his grandfather. His new Sandtoft Company Vehicle (PC)

Hopefully there is a photo montage to go with this report about the 1 and 2 July weekend. I say this as we were short of traffic staff so my memories mainly consist of rushing around a lot.

There were three trolleybuses in service from around the world. Far flung places like Wellington in New Zealand (No. 82), Limoges in France (No.5) and Walsall in the West Midlands (No. 872). I am calling all these places far-flung because Graham kept doing strange accents when driving them - much to the delight of visitors.

Unfortunately the many hours spent trying to get Edmonton 189 running had failed to get a positive result so we couldn't offer more foreign variety to our visitors. This did however save them from Graham's Canadian accent!

Graham was also to be seen riding a new exhibit for the Cycle Shop, a tricycle built by his Grandfather. Jokes about the Chairman getting a new company car abounded.

On Sunday, No. 425 from Liege in Belgium was posed near the entrance to absorb some sunshine and help with the weekend's theme. (Ian Brown)



## Blue and Twos Weekend

*19 and 20 August*

Unfortunately, the Museum discovered at very short notice that the group that had agreed to stage our planned “Blues and Twos” event in August had disbanded and would not be attending. We were stunned and disappointed not to be able to offer the popular emergency vehicle displays and demonstrations and would like to thank all those who came along to support the Museum.

Instead, the event became “Blue & Two” featuring the bright blue of Walsall and two red trolleybuses – one from London and one from Manchester. The weather held fine and visitors enjoyed a reduced entry fee offer due to the changed circumstances. One visitor said as he left that he’d come for Blues & Twos but had enjoyed himself so much that he’d only just noticed that it hadn’t happened!

*Photograph: Walsall 872 passing Manchester 1344 (DC)*



Bradford 792 (PC)



Nottingham 506 (AT)



Chris ready to conduct (AT)

## Big City Weekend 26 to 28 August

Unlike most of the summer the weather was beautiful across the August Bank Holiday weekend for our Big City Weekend. This was reflected by good visitor numbers.

London 1348, Nottingham 493 & 506, Bradford 792, Manchester 1344 and Wellington 82 all represented cities at home and abroad. In addition Walsall 872 ran at visitor request despite not being from a city but it was too nice a vehicle to put away again!

The museum was also graced by a visiting Routemaster, RM 1152 which provided the Isle of Axholme tours across the weekend and did a number of service runs around the site following a line up of London vehicles on the Sunday. *(Patrick Wilkinson)*



London line-up (AT)





## “Hold Tight, Please; New Driver up front!”



On the morning of Monday 28 August at our usual 10.30 staff briefing, there erupted a round of applause as Graham Bilbe announced to all that the latest addition to our team of trolleybus drivers at the Museum was Ian Brown who had just passed his Driving Examination that morning. He will now become Driver Number 138.

Ian has been patiently working on his driver training under the expert tuition of Chas Allen assisted by Bruce Lake and David Hanchett, who have offered many hours of their time either side of museum opening hours. All this effort has clearly paid off.

Following his mandatory ‘buddying period’ where new drivers are accommodated by our Traffic Manager for their first few service runs, Ian was then subjected to his ‘Inaugural Run’. This is a rite of passage for new drivers, and generally involves all staff appearing out of nowhere to continually stop the bus at every ‘request stop’, and crossing at every pedestrian crossing to ensure his first trip is a memorable one. Great fun for all, except the new driver of course!

Ian has demonstrated a commitment with his conducting duties, an integral pre-requirement for anyone wishing to drive. He has also shown flexibility and a willingness to swap between the roles of ‘Conductor’ and ‘Driver’ as staffing demands require. We are now in a fortunate position at the Trolleybus Museum where many of our staff are licensed to perform both roles. Well-done, Sir. *(Richard Jackson)*

# *Sandtoft* Gathering 2017



Sandtoft Gathering is a collaboration across the whole museum to deliver an event that is far larger than a normal opening weekend. In this spirit, this write-up is a collaboration across several writers.





As it was partly written in advance and mostly afterwards please excuse any contradictions that appear. We hope it gives the reader an enjoyable flavour of 'Gathering 2017.

# Planning for the 'Gathering: An Overview

by Stewart David

A large amount of planning goes into delivering a successful 'Gathering which is our largest annual event.

A small management team is usually formed several weeks, even months, earlier to undertake this task, beginning with co-ordinating the 'Gathering rally entries and the booking and allocation of stall holder places for 'Gathering Sunday.

Our engineering team are always busy getting the selected service trolleybuses passed and fit for duty. During the week preceding 'Gathering, the main depot building is cleared of many vehicles to make room for the sales stands with vehicles being parked-up in the display area at the rear of the site.

The final staffing roster which involves the deployment of around 65 volunteers in a variety of roles is prepared on the Thursday, usually by Stewart David and Chris Proctor, and is e-mailed out that evening. The 'Gathering programme is compiled and produced by Francis Whitehead.

Due to the large number of visitors and cars attending on 'Gathering Sunday, car parking is normally kindly provided at the rear of our Museum site, on land owned by TA White and Sons.



*Bob Ashton gives the phone box a brush up before Gathering (BA)*





# Gathering Our Staff

by David Hanchett

## Welcoming Our Visitors

It is important that the car parking team are in place early, as many of our visitors arrive long before opening time, and first impressions of the Museum are very important.

On the stroke of ten o'clock, the doors open, with a number of cheerful volunteers logging in our members at the pedestrian gate adjacent to the "Skegness Building", and more volunteers manning the touch screen tills in the public entrance building.

Soon a queue develops outside the reception building as we have just three tills and only a small number of members who are trained to operate them. By managing the way the queue flows, we plan to keep the waiting time to a maximum of fifteen minutes. This was achieved again this year as far as we know. Just!

Francis Whitehead, our Financial Director, pops in every half hour or so to ask if there is enough change. This year, coins came and went evenly. One can surmise that he is secretly keeping an eye on the takings with a feeling of glee!

'Gathering is one of the few events which requires the admissions staff to work at full speed continuously for four hours before things quieten down. It is, however, a very rewarding job as it requires interaction with our visitors, hopefully giving them a good first impression as well as taking in the necessary revenue to run what is actually an expensive event to stage.

## Traffic Operations

Planning by the Traffic Manager happens well ahead of the event. A roster of staff must be in place long before, as far more drivers and conductors are required than on ordinary weekends. It must be remembered that some drivers and conductors like to work together and others would suffer personality clashes if crewed together.

Once again, planning tends to follow that of past years, but this does not apply to vehicle availability. The Traffic Manager must work closely with the engineering team to make sure that an appropriate selection of vehicles is available.

On the day, crews have the chance to work their allocated vehicle continuously for several hours at a time. This does not normally happen at Sandtoft, so it gives a taste of what it was like on a shift with a trolleybus municipality. Certainly at the end of a shift a crew feels tired but has a sense of achievement!

## Staffing Levels

Each year, we seem to have slightly less volunteers at the 'Gathering than at the previous one. This means that some of those that we do have are given more work than previously. This can give a sense of fulfilment, but it can mean that one might not have time to look around the visiting vehicles and the flea market during the day. This can be a bit frustrating!

*Buses in Burntwood (IB)*



# A Visitor's Gathering Day

by Clifford Stead

The day dawned bright and, more importantly, dry! The Sandtoft Gathering is etched in our DNA. As a keen photographer, the 'Gathering always affords unique viewpoints on rarely seen trolleybuses in "the field": the recent expansion into Burntwood has enhanced this. Great to see long-forgotten trolleys in the sunshine!

There was no shortage of trolleybus delights to ride on, Walsall 872 is a masterpiece of restoration. I love that shade of blue, a positively glow in the dark! The growling rear axle reminds one of a tramcar sound.

Wellington 82 has become a star performer at Sandtoft with its array of internal "Do not do....." posters! Wot, no ice cream on board?

Sandtoft isn't just about trolleys, it is a wonderful piece of social history. Enjoy, we did!

*Below: Bournemouth Corner, 1935 Sunbeam MS2 trolleybus with a 1976 Leyland Leopard and a 1963 Leyland Titan (PC)*



*Bournemouth mini line-up (IB)*



*Visiting Mancunian framed by Warrington Titan (CS)*





Preparing for Gathering (BA)

# 'Gathering Commentary

by Francis Whitehead

Our annual 'Gathering, first and foremost, is an established date in many enthusiasts' (and stall holders') diaries: apart from the very first one (1971) and a well-publicised date change in 2012 brought about by the Olympic Games hosted in London that year clashing with our normal 'Gathering weekend with knock-on effects on staffing and possible reduction in visitor numbers, Sandtoft Gathering has always been staged on the last Sunday of July. Hence, the early planning elements easily fall into place – initial publicity, rally entry forms, stall booking arrangements and the likely whereabouts of car parking.

We were very pleased this year to have agreed parking with our neighbour, TA White and Sons, well before the visitor season started, and we record our thanks here to Whites for kindly allowing us to again use their land for parking, and we thank also Trevor Cole, Whites' representative on site, for all his assistance before, during and after the event.

## Gathering Preparations

It has been suggested by some that 'Gathering virtually runs itself: it is probably more accurate to say that the experience of many volunteers of past 'Gatherings and their input into them is called upon in the planning and management of the next one.

In recent years, Tony Ferris has (amongst other tasks) taken on the management of the rally: in contrast with early 'Gatherings, the majority of vehicle entries are now heritage cars, with over 95 this year, whilst buses numbered around 25 and bicycles, six. As is the norm, the visiting vehicles were all nicely turned out. Most of the cars were exhibited on the centre grass, the cycles were clustered around the bike shop and the remainder of the entries (buses, lorries and cars) were placed on our "field". Tony and his parking-up team were hectically busy between 9.30 and 10.30 when most of the display arrived and at one stage there was a queue the length of the "back straight" on the adjacent access roadway waiting to get in! >>>



Booking sales stalls is all done online and is masterminded by Aiden Proctor: this year, Aiden restructured the layout of the stalls much on the lines of IKEA shops, but without meatballs being involved! On 'Gathering morning, it fell to Graham Bilbé to meet and greet the stall holders as they arrived. The new layout appears to have worked well and Graham reports there was no balderdash from stall holders, or visitors who came to browse.

A decision was taken very early on for this year's 'Gathering Programme to be professionally printed to obviate the need to spend precious time attending the computer and printer, and collating and stapling the copies. Fine, but copy still had to be researched, written, edited and laid out, photographs sourced, and a ready-to-print electronic file supplied to the printer. And the editor had to establish all aspects of what was planned to ensure important facts were included and false information was discarded. Fine, but had anyone booked an ice cream van and where would it be stationed? Some detail would only become available fairly near to SG-day! Like which trolleybuses would actually be available and what beers would be on offer in the beer tent – and, of course, rally entries were continually rolling in (some even "booked in" on 'Gathering Saturday!). Dave Lovegrove undertook the arduous job of getting the rally entry details ready to include, whilst Richard Jackson did a wonderful job of rewriting much of the regular information that needs to be included in the programme. Naturally, we did manage to get the copy to the printer on time. As planned, the finished article (rather, 300 of them) were collected and brought to Sandtoft by Helen Cross and Ian Brown – and, again as planned, just about all of them were sold. Another job jobbed. If anyone would like a copy, the very few that remain can be obtained from the Trolleyshop.

The days leading up to the 'Gathering weekend were very mixed weather-wise, with some very heavy rain at times, leading to much anxiety as to whether the grass areas would stand up to the traffic they were destined to get: memories of last year's Isle of Axholme Running Day

remain vividly in members' minds and we didn't want a repeat for 'Gathering.

Other jobs included setting up the beer tent and the barbeque areas, getting the shop ready, preparing the café – and baking loads of lovely cakes, going to the cash-and-carry, getting the cash float so that we wouldn't run out of change at any stage in reception, the shop or the café, preparing the toilets and taking delivery of some temporary units, cleaning buses and trolleybuses inside and out, and a whole host of other tasks.

## Preparing the Vehicles

Trolleybuses and buses were removed from the main shed and those not earmarked for use were towed around to the back part of the Burntwood premises – the very first vehicle onto the site being Glasgow TB78, appropriately a BTS trolleybus. A stupendous thunder storm then ensued before more buses could follow.

The engineering staff were kept busy doing small jobs on the trolleybuses scheduled to run to correct some of the faults that had manifested themselves since they had last operated, and generally preparing everything. One such job turned into a lengthy affair: London 1348's compressor was continually running and despite various attempts to cure the problem, eventually a governor was "borrowed" from another trolleybus so as to get 1348 operational, "Borrowing" parts is not a practice we normally indulge in, but in this case it was "needs must" and the defective unit has gone off to be refurbished and yet another job awaits the engineering team to fit the units onto the correct vehicles when it come back.

Seven trolleybuses were required for the Sunday and the chosen ones were Bournemouth 297, London 1348, Maidstone 56, South Shields 204, Huddersfield 619, Walsall 872 and Wellington 82. There is a law that applies to foil all the best laid plans: before the weekend had started, Huddersfield 619 had had to replace 631 as 631, we discovered, has a badly-cracked headlamp glass that could fall out at any time (not desirable), and whilst 56 and 297 performed well on Saturday, when they came to be leak-tested that evening ready for the 'Gathering day itself, they both failed



the test dismally so, most disappointingly, had to be withdrawn. With no time to sort either trolleybus out and with nothing else “in test”, Manchester 1344 was brought out and Stewart David decided that the service would have to run with just six trolleybuses (all of which went on and ran without a problem).

## Gathering Saturday

‘Gathering Saturday dawned bright. The day was operated as a normal Trolleyday, but with trolleybuses operating until 9.00pm. An unexpected, but welcome, visitor arrived in the form of a 1920 Aveling and Porter steam roller that had been repatriated from Thailand in 2000. As the café closed, so the barbeque started to take over, ably organised by Helen Cross and Bex Proctor: business was steady and eventually, all the grub had gone! Many thanks to Helen and Bex and others involved, for very effectively taking this endeavour in hand.

Meanwhile, Chris Proctor and John Stainforth had been setting up the car parking arrangements for the following day. Based on



*A steam roller joins the fun at 'Gathering (Jordan Andrew)*

information gathered last year by John, an area capable of holding up to 40 disabled visitors' cars was fenced off in our usual car parking area, with the rest of the field set aside for rally vehicles and the main visitors' car park on Whites' “figure of eights” land. A gazebo had been set up for the members and ticket-holders' gate adjacent to the “Skegness Building” (please can we adopt a better name for this useful, but somewhat underused facility?), and once we had stopped receiving any further visitors that night, Chris re-set the tills with the Sunday admission prices. >>>



## Gathering Sunday

'Gathering day started early for some of our volunteers as their duties commenced at 7.00am. In the café, masses of bread rolls were being buttered, filled and packaged. A few trade stands arrived early, as did a handful of vehicle exhibits, however, it did seem otherwise that it was a bit of a slow start compared with previous years. Nonetheless, business started to pick up and most sales stands were in position and their supporting vans, cars and trailers were off-site and parked by 10.00am, when visitors started to pour through reception. Volunteers were busy with their various allocated jobs, trolleybuses

were lined up, poles on the wires, and Sandtoft Gathering 2017 was underway!

Monday, 31 July saw a good turnout of volunteers to help put vehicles away and tidy up, so thank you to those who helped with all that.

The general consensus is that Sandtoft Gathering 2017 was a huge success, and it is great credit to all who were involved in any way that all went so very well.

***All in all, a very good 'Gathering – thank you to all concerned!***



## 'Gathering Facts and Figures

A few facts and figures (all for 'Gathering Sunday):

- We had **48 volunteers** rostered for the Sunday (and could have done with many more to reduce the workload on some of them).
- **The total number of visitors recorded was 1,234** (which includes those who came in rally vehicles and with stalls, and is up by 5% on 2016); We had a similar number of rally vehicles compared with 2016.
- **287** programmes were sold.
- **2,214** passengers were carried on the trolleybuses (13% down on 2016);
- **Trolleyshop takings were up by 6%** on 2016, catering takings (café and refreshments sold from the Trolleyshop) were down by 4.9% on 2016;
- **8 real ales** were available and it virtually all went;
- There were **no complaints** received and feedback as visitors left and stall holders packed up was that they had had a good day;
- **There were 48 tired, but happy volunteers at the end of the day.**



# Derby Trolleybuses

*A brief history by Ian Brown*

In 1930 Derby Corporation decided to replace its tramway system with trolleybuses. By some accounts it was not a foregone conclusion with the flexibility of the motor bus being argued. However, the ability to use the Corporation's own electricity rather than buying in petrol weighed heavily in favour of trolleybuses as did the existing experience of maintaining electric motors and overhead by the staff. Powers were sought from parliament and in January 1932 the first passenger trolleybus service was run.

The first trolleybuses were double deckers built by Guy with Brush bodies. They were numbered on from the trams so started at 79. The conversion of tram routes continued until 1934 when the last trams ran. Derby had a policy of extending routes into the new suburbs as the 1930s progressed.

Prior to World War Two, the fleet of trolleybuses increased with further Guys, with bodies from a number of different builders. Three experimental vehicles also joined the fleet (one each from Karrier, Ransomes and Thornycroft) but being unique none were as well thought of by the staff as the Guys. A better result was the trial operation of a Daimler CTM4 two axled double decker as in 1938 six were purchased.

The heavy traffic of World War Two (Derby was home to Rolls-Royce amongst others) led to the purchase of six second-hand single decker Guys from Hastings. These were followed later in the war by fifteen utility Sunbeam double deckers. Sinfin Lane in the town saw an extension to the trolleybus wiring at this time to serve the factories in the area engaged in war-work. >>>



The end of the war saw the withdrawal of the single deckers but also a return to wiring extensions to ensure the trolleybus network remained relevant to the needs of the town until 1953. Between 1948 and 1953 fifty Sunbeams entered service to replace the now elderly Guys. The mid and late 1950s saw some stability for the system with around 70 trolleybuses in the fleet.

Many of the routes were linked together in a complicated cycle, which meant it took a long time for a particular vehicle to return to the same point. There were also many works and peak hour service variations, some not even in the public timetable.

The 1960s started with an order of eight more Sunbeams (to replace the Daimlers): these were 8'0" wide and had Roe bodywork. In spite of these new trolleybuses, route closures started, this being due to the rising cost of electricity

which meant the motorbus was favoured to extend routes into new suburbs. Some of the works services along the converted routes remained as trolleybus workings though. At its peak the trolleybus network had reached 28 miles in length.

In 1963, the prospect of mid-1960s town centre redevelopment and the cost of replacing ageing infrastructure meant that the decision was taken to phase out the trolleybuses. Closures of the remaining routes started in 1964 with the last trolleybuses running on Saturday, 9 September 1967.

**Suggested further reading:**

**The Story of Transport in Derby**

*by Barry Edwards*

**The Colours of Yesterday's Trolleybuses**

*by Michael Russell*

**Trackless to Trolleybus**

*by Stephen Lockwood*







*In the cab (RJ)*

# A New Era for Trolleybus Driving Experience Courses

Our every popular Trolleybus Driving Experience (TDE) courses have undergone a gradual development since their commencement in 2009. They have increased in frequency as demand has built up. The day itself is now finely tuned to maximise the quality of the experience we offer and ensure that the Trolleybus Museum at Sandtoft remains a world-leading museum for all things 'trackless'.

Over the years there have been several instructors taking this pivotal role onboard. It all started with Bruce Lake, who ran the event during its formative years. The past several years have seen our Chairman, Graham Bilbé taking the role and developing the day still further. In addition, Mike Johnson has been fulfilling the role of conductor on these events from almost the very onset.

For those of you who have attended a TDE at the Museum (as a year's membership is included in the price, I know you'll be reading this!), we have to acknowledge the many hours of hard work Gill and Tony Ferris (and several of Gill's friends too) have donated to ensure that the catering is top-quality and licenses are checked in accordance with our insurance requirements. Thanks to both of you.

We also have Ian Metcalf, from our Engineering Department, on standby should anything happen. I'm pleased to say that so far in our TDE history, we have never needed to call upon our engineering staff to remedy a problem, but it's reassuring to know they are ready to leap into action should the need arise.

So, this is certainly a product which the Museum holds in extremely high regard. It generates a significant sum of money which is reinvested into the Museum and thus allows the site to develop and restoration work to progress. >>>



*Trolleybus Driving Experience overhead talk (RJ)*

Throughout the 2017 season, I have taken on the privileged role of Driving Instructor on our TDE courses. This is a huge honour considering the level of experience and knowledge that both my predecessors hold: Mr Lake and Mr Bilbé are two of the most experienced trolleybus drivers currently at the Trolleybus Museum.

In addition, and following several discussions with various members of the Board, Graham has also decided to hand over the role of TDE Manager to myself. Graham will remain on as a reserve instructor, but wishes to now focus his time on engineering, a role which he holds as Engineering Director. I wish to thank Graham for his guidance in helping me settle into this role, and also to our current TDE team who assist in running these events.

For the lucky candidates who enrol on a TDE, they will be provided with a full day's tuition. Each participant ends the day by driving a 'full service run' of our Museum. This entails navigating 13 dead-sections, 3 frogs (one of which is automatic), and several tight turns without the aid of power-steering. Each individual element of this service run is worked on independently before combining it altogether for the final run.

TDEs offer an atmosphere unlike any other event. As we have a small group, we always get fantastic camaraderie between everyone. Driving participants are also trained in the art of conducting, so even if it's not your turn to drive, you will still be given a role to perform. With everyone's guests onboard the trolleybus too, you'll develop the techniques required to drive smoothly.

Our TDEs operate on seven days throughout the year, and we have four participants per day. If you have any enquiries regarding TDEs, please email me at [richardjackson@sandtoft.org](mailto:richardjackson@sandtoft.org) or visit the museum website at [www.sandtoft.org.uk/experience](http://www.sandtoft.org.uk/experience)

**Richard Jackson**  
*Trolleybus Driving Experience Manager*



*TDE buffet table (R)*



*TDE buffet dessert (R)*



*On the bus (R)*



# My Sandtoft Story

Mike Johnson

## ***When was your first visit to Sandtoft?***

Not until 10 years ago when I saw the restoration of Rotherham Corporation Transport Department trackless FET617. I remember her as a single decker from the 1950s. She became a decker in 1956.

## ***What sparked your interest in trolleybuses?***

Literally as you say sparked. I'm told by my dad that from two I was quite happy to play with a box painted blue, with two straws for poles and two parallel lengths of string for the overhead. I played tracklesses for hours. Very low tech.

## ***Why did you decide to volunteer at the Museum? When did you start?***

'Twas Chris Proctor who asked me. I used to travel on the free bus and enjoy coffee and cake just watching and listening to the clicks and hums. I simply came and joined as a conductor and was tested by Chris Proctor.

## ***What do you get up to at Sandtoft?***

I'm not an expert and try to fit in where others aren't too fussed. I seem to have acquired stewardship of the Regal area with a lot of help from Ian Metcalf making it worthwhile for visitors with the Pelham and Prefab. Being early means a lot as it's great when sunny and quiet. I have been connected with conductor training and testing for some time but am now concentrating on testing. And, since their inception in 2009 I have been the main conductor on our TDE days. With Richard Jackson as Coordinator these have been expanded to seven days a year and are a major source



of revenue. Surprisingly the work is highly enjoyable due to the variety of participants and changes to the TDE itinerary that we undertake.

## ***What do you get out of it?***

The pleasure of an interest and equally attending to as many visitors as can be as they've come for a day out. We have a colossal range of interests and some absorbing visitors.

## ***What would your advice be for anyone thinking of volunteering at Sandtoft?***

Be prepared to tackle what you can but be flexible. Look to help visitors and think about them before yourself - but enjoy a pint and a carvery afterwards!

## ***What's been the highlight of your Sandtoft experiences so far?***

Having fun and camaraderie with staff, answering visitors' questions, and seeing and helping visitors to enjoy a good day out.

## ***What has changed at Sandtoft since you first visited?***

The traffic department has been better organised and now has more staff who anticipate visitors' requirements, needs and answering some very searching questions.

## ***What's your ambition for the future of Sandtoft?***

In order to have a successful future the Museum needs more volunteers and should go out to encourage these. Much of this will depend upon how the Museum treats and encourages its volunteers.



# Vehicle Preservation Reports

Contributions from **Bob Ashton, Keith Baynton, Brian Deans, Tim Stubbs, Andy Thornton, Bruce Lake, Jim Sambrooks and Francis Whitehead**

## Trolleybus Museum Vehicles

### Bournemouth 297

Launched again on 'Gathering 2017 Saturday, no.297 ran in passenger service that day before seriously failing its electrical earth leakage test that evening in preparation for the Sunday. It made a brief demonstration run at the Big City Weekend.

### Bournemouth 99

No.99 made a rare appearance in the open air over the 'Gathering weekend and a couple of Bournemouth Corporation motorbuses that visited as part of the Sandtoft Gathering rally were able to be displayed next to no.99.

### Bradford 792

The annual inspection found that a brake re-line is required. This was done in time for no.792 to return to service during the Big City Weekend.

### Cardiff 203

The earth leakage problem seems to now be resolved, but as a result of investigating why no.203's brake test results are not up to scratch, it was discovered that the brakes on the rear bogie have, at some stage, been incorrectly re-assembled: this has now been corrected, but all four rear brakes now need to be balanced up, a very time-consuming job!



Photo: AT

### Cleethorpes 54

Andy Fieldsend has made remarkable progress with this vehicle recently and it now has a complete set of new seat cushions installed. To the left we see Andy busy installing upholstery.

### Doncaster 375

In the upper saloon the lino repair and painting is complete. The rear bulkhead has been covered with new Rexene type material and a start has been made refitting the seats (photo below).



Photo: BA

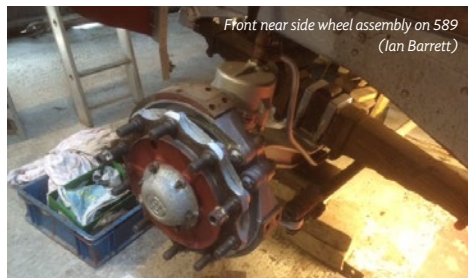
In the lower saloon the nearside lining panels and beadings have all been refitted.

### Edmonton 189

Despite many man-hours of work by the small team that know about 1980s electronics, and making some progress with some new equipment (an oscilloscope and signal generator), no.189, very frustratingly, still refuses to move.

### Huddersfield 631

A new headlamp glass is being sourced, to replace one that is cracked.



Front near side wheel assembly on 589  
(Ian Barrett)

### Johannesburg 589

Work started at last on no.589 at Dorking in late June 2017, concentrating first on the chassis and mechanical units. Andy Baxter, who is undertaking this part of the work, tells us that the first jobs were to disconnect and drop out the traction motor and to remove the compressor; the traction motor has since been extracted from under the chassis: both these units are to go off to a specialist firm to be refurbished and having them out of the way exposes more of the chassis to allow it to be cleaned and painted. All the brake and hub assemblies and mechanism are being dismantled in turn, cleaned/refurbished as necessary (including making/ machining etc. worn/ damaged parts) and a start made to re-assemble them. The resistance bank and its protective heat shield have been removed: the resistance bank is to be sent away to be refurbished. The timber floor to the lower saloon has been removed, exposing more of the chassis – and the rear bogie; progressively, the chassis is being cleaned/ degreased, primed and painted. Likewise, the rear axles and bogie assembly is being degreased and cleaned and painted, and the suspension cleaned, inspected and refurbished as necessary. One of the rear hub caps has been stripped of paint to expose what turns out to be a badly scored surface. The hub caps were originally chromium plated and a decision will have to be made as to how to restore these.



## London 1348

No.1348 has developed a compressor problem, whereby it wouldn't cut out when up to pressure. In the days leading up to 'Gathering, Graham Bilbé and Ian Metcalfe identified the problem as being a defective governor and tried various solutions, none of which worked. By Saturday, after further efforts with Keith Hopkinson assisting and still with no success, it was decided to "borrow" a governor from another (TM@S-owned) trolleybus. This proved satisfactory and 1348 was declared fit to operate. The defective unit has been taken away by Tim Stubbs to be refurbished and when done, it will be put back on 1348 and the "borrowed" unit returned to the donor trolleybus.

## Maidstone 56

Despite running very well recently, no.56 failed its electrical earth-leakage test on the evening before 'Gathering day and was therefore not able to be used as had been planned.



David Hanchett spots the press (IB)

## Maidstone 72 – Stop Press

Saturday 16 September saw an unexpected spring clean of Maidstone 72's cab. The fire extinguisher (that all in service trolleybuses carry) in the cab wasn't as firmly in place as it should have been. It gave David Hanchett quite a fright by going off. It also gave the cab a nice powder coating. With a TDE on the Monday a speedy deep clean was in order. It would be rude of us not to print the resulting photographs!



David deals with the fire extinguisher aftermath (IB)

## Nottingham 493

After passing its annual test and having some small jobs attended to and a good clean, no.493 ran both days of the Big City Weekend.

## Nottingham 506

No.506 passed its annual test without any undue problems and, to the delight of owners David and Bernice Needham (and many others, of course) ran for the Big City weekend.

## Rotherham 37

Disappointingly, the annual inspection showed several brake defects which need to be put right before this popular trolleybus can run again. A lack of workshop time has stopped an early fixing of these problems. All very frustrating, as a lot of work has been done recently on no.37.

## South Shields 204

Graham Bilbé has replaced the rotten woodwork found at the bottom of the cab door, something that had prevented no.204 being used in service. Happily, this popular trolleybus was able to operate at the 'Gathering and performed very well.

## South Yorkshire 2450

The control circuits are now almost ready for service. The electronics team can now move on to the next stage of the project and are eagerly looking forward to seeing no.2450 properly functioning under line voltage.

## Teeside 11

This vehicle has recently reverted to being no.11, having always carried its later service fleet number of T291 whilst in preservation (of course, it originally carried the fleet number 186 when it was part of the Reading fleet). Following an external repaint, application of new external vinyls and replacement of many window rubbers, it is now due to have its chassis shot-blasted and paint-sprayed.

## Walsall 872

As reported in the July 2017 edition of Sandtoft Scene, no.872 is now part of the operational fleet; it has performed well on many open days this summer, including over the 'Gathering weekend.

## Doncaster 22

The flywheel plate supplied by Martyn Callaghan has now been fitted and the cylinder heads re-surfaced. Over £4,000 has been received by its DO&LRS owner in donations so far, but more is still needed. Work has restarted cleaning and painting the engine bay and front axle prior to the engine being returned from its extensive overhaul.

## Doncaster 33 and 55

Both 33 and 55 passed their MoT tests before the 'Gathering weekend. >>>

## Doncaster 94

Further work on the vacuum braking system has failed to find the leak that has plagued this vehicle for many years now. TM@S and DO&LRS member Miles Cartwright has found a restorer that might be able to make a new fuel tank and is enquiring about a price for doing this.

## Doncaster 112

Work continues steadily on and under the stairs. Three new risers and a new second step have been made and fitted; several small details, like supporting blocks, have also been made to original specification and fitted.

## Sheffield 1357

After its MoT test, no.1357 required a new air brake pipe to be made. This bus was also found to have one of the rear tyres too close to the springs. It was discovered that two different sized wheel rims had been fitted with a small difference in width. This had not been a problem until two new tyres were fitted to replacement rims that were thought to be in better condition. Resolving the problem meant removing three of the rear wheels and swapping them round so that the narrower rims form the inner wheels on both sides.



## Trolleybuses Elsewhere

TBS13 in the Riverside Museum (IB)

## Bournemouth 299

A detailed evaluation of the overall condition has found that the main structural steel body frame is in better condition than anticipated with fewer hardwood panel fixing strips and battens needing replacement than expected. All surface rusted areas have been treated and hardwood is being replaced as and where required. The body exterior has been stripped down and is being prepared for painting. Original Bournemouth destination blinds have been sourced (from Keith Baynton's loft!) and examples already fitted to the front blind-box. The front end lower panels were damaged in towing incidents: these have been removed, repaired and are now refitted. Interior seat cushions have been acquired, and are to be re-trimmed in red vinyl. The original leather seat backs are all thought to be redeemable. The main control box has been dismantled and is being professionally refurbished and rewired.

The rear platform and front exit area framing is being repaired and/ or replaced, new timber for the platform and step area is now in stock. The chassis areas, as and when they become exposed, are being rust treated and painted. Numerous smaller interior and exterior components are being removed for refurbishment.

## Glasgow TBS13

This interesting trolleybus is now on display to the public at the Riverside Museum in Glasgow. It is in very good condition externally, and not too bad internally, although the bench seats were borrowed a while ago and as yet have not been re-placed. The public can board the vehicle, but a Perspex screen prevents them from venturing in too far.

## Rotherham 73

Undercoat painting continues, and speedometer testing is scheduled to take place soon.

# Seat Cushion Construction



The existing leather seats on 493 are a set gathered from several Roe bodied Trolleybuses withdrawn by Nottingham City Transport at around the same time. Vandalism of seats was a problem even in the 1960's. When this leather tears it is beyond repair.

Recently, I was able to salvage a spring set and use this in a 'new' cushion. This is how it was constructed:

- 1** Cut the base to shape, drill fixing holes, paint and then fit the bolts that will fasten the seat into the vehicle.
- 2** Cut and fix a piece of cloth to stop the springs rattling on the base. This can be any piece of thick cloth found on the trimming room floor and may well be from a completely different operators bus! In this case the moquette used may be familiar to users of Sandtoft's stacking chairs.
- 3** Fit and secure the spring set.
- 4** Add a covering of hessian. Secure this to the base with staples (or upholstery tacks) and to the spring set by sewing up with string.
- 5** Sew wadding along the edges to give them a softer radius. Add a piece of foam (or wadding) to the top. Secure with more string.
- 6** Add a layer of Calico.
- 7** Finally add the cover. In this case previously sewn up from vinyl.

## Museum nominated for Community Champion Award

Lorna Fillingham of "Support for Disabled Children and Their Families in Scunthorpe" has nominated the Trolleybus Museum at Sandtoft and its volunteers for a North Lincolnshire Community Champion Award.

The sixth Community Champion Awards will take place at The Baths Hall in Scunthorpe on Thursday 23 November. There is sure to be a lot of competition for the award but it is an honour just to be nominated. Lorna and her family have visited the Museum several times and have posted very supportive reviews on Trip Advisor and Facebook. Lorna has provided very useful advice to help the Museum to improve the experience for visitors with disabilities.



# THE TROLLEYBUS MUSEUM at Sandtoft

## RUNNING DAYS IN 2017

Open 11.00am - 5.00pm unless stated otherwise

<b>Trolleyday Plus</b> with <b>Isle of Axholme Running Day &amp; Rally</b> <i>presented by Doncaster Omnibus &amp; Light Railway Society</i>	 Sunday 15 October
<b>Weekend Trolleydays</b> <i>and it's Hallowe'en!</i>	 Saturday 28 October Sunday 29 October
<b>Twilight &amp; After Dark Trolleyday</b> <i>with twilight and afterdark trolleybus operation</i>	 Saturday 18 November <i>Open 11.00am - 6.00pm</i>



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). NOTE: Additional journeys will run on the Isle of Axholme Running & Rally Day (Sunday, 15 October) visit [www.sandtoft.org](http://www.sandtoft.org) for times



Before the rush 27 August (1B)

**ADMISSION (charges include a Gift Aid donation):**

Adult £8.00 Senior (61+) £7.00 Concession £6.00 Family (2 Adults + up to 4 Concessions) £25.50

For full up-to-date details, visit [www.sandtoft.org](http://www.sandtoft.org)