

# Sandtoft Scene

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No. 108



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



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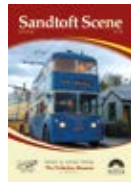
## Front Cover Picture

*Paul Morfitt captures Bradford 792's lights coming into effect on the Twilight Running day 18 November 2017.*

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# Welcome

Happy New Year! As I write, the country is blanketed in snow and ice and the spring seems a long way off. However, work continues at Sandtoft over the winter season, both on our vehicles and on maintaining the site.

Recent work has seen John Whipham busy re-setting paving slabs along the back straight. Doncaster 22's engine is now refitted, with the engine bay refurbished to a high standard. Thanks to those who regularly turn out!

This magazine often tells you what you can do for the Museum - but have you ever thought what the Museum could do for you? Paul Morfitt shares how his journey from visitor to volunteer has brought a spring to his step, and a new aspect to his relationship with his youngest son.

In this edition also we look back to the Autumn of 2017 when we enjoyed a number of lively events at the Museum, including the Steam Rally, the Isle of Axholme event in collaboration with DO&LRS, and the late running Twilight event, as well as our Annual General Meeting.

With just over two months until Easter, we are looking forward to the new season, and our chairman Graham Bilbé writes to invite volunteers on site the week before to prepare, including taking part in shunting training on Good Friday.

We are also looking forward to a new event for us, in mid-April, featuring fairground organs. With the purchase of Burntwood last year expanding the Museum's footprint, finance director Francis Whitehead asks for your innovative new ideas to make the Museum a better place.

We hope to see you at the Museum again in 2018!

*Messages from the Editors*

## New Members

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

John Edwards	<i>Reading</i>
Christopher Rix	<i>St Albans</i>
Jacob Redgrave	<i>Otley</i>
Jonathan Alp	<i>Bradford</i>
Paul Morfitt	<i>Kingston Upon Hull</i>
Harvey Morfitt	<i>Kingston Upon Hull</i>
John Brogan	<i>Sheffield</i>
Joshua Bull	<i>Doncaster</i>
Nathan Duffy	<i>Doncaster</i>
Ian Montgomery	<i>Thorngumaid</i>
Ian Sellars	<i>Workshop</i>
Mathew Sellars	<i>Workshop</i>
Carol Waterhouse	<i>Tadcaster</i>

## Photography



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

Andy Thornton (AT), Bob Ashton (BA), Pat Ashton (PA), Mark Holmes (MH), Dave Chick (DC), Ian Brown (IB), Paul Colegate (PC), Paul Morfitt (PM), Vincent Marshall (VM) and Richard Jackson (RJ).



## Integrating Burntwood into the Museum

Representatives from the BTS Committee met with the Board just before the AGM in November to broadly consider how each party viewed developing the enlarged museum and the mechanics for at least the short-term maintenance of the Burntwood property. Talks were very positive and a dedicated joint meeting to consider the development further is scheduled for January

The BTS has now worked up six main requirements for them for the Burntwood site:

- A 50m x 14m (nominal size) building capable of housing the BTS collection of up to 15 vehicles so as to provide the collection with a secure and virtually unfettered future
- Access roadways to the Museum and car parking
- Secure archive rooms (minimum of 2)
- Access onto Belton Road
- Boundary fencing integral with TM@S fencing
- Overnight accommodation facilities for volunteers

TM@S, for its part, has the added requirement in designing what amounts to a refocused and redeveloped museum, for good access to adequate car parking. To maximise the use of land, the ideal would be for this to be achieved with a minimum of access roadway. We are working on how this can happen.

The development was also discussed at the members' forum following the AGM and the points discussed are summarised in the AGM report elsewhere in this issue of *Sandtoft Scene*.

Meanwhile, some work has taken place at Burntwood. The locks and padlocks have been changed and the electrical installation has been inspected - this has revealed that some remedial work will be required. The bungalow's central heating boiler has been checked and the heating is being run at a low level.

## Museum Mentor

Following on from the item in the last edition of *Sandtoft Scene* about our search for a new museum mentor, we are pleased to announce that Arts Council England (ACE) has given approval to our applicant, so we can now formally appoint Efstathios Tsolis (Stathis, as he likes to be known) as our mentor.

Stathis was born and brought up in Greece but has been in the UK for some time having gained a first degree in Conservation of Antiquities and Works of Art and a MA in Historical Archaeology of the Modern World from the University of Bristol. Now based in Beverley, he runs his own consultancy, specialising in various aspects of conservation and museum collections care. A recent project has been with the International Railway Heritage Consultancy (IRHC) on behalf of the Association of British Transport & Engineering Museums (ABTEM) developing guidelines for museums and private collections for the care of larger and working historical objects, including such as stationary engines, industrial machinery, road vehicles, aircraft, railway vehicles, ships, boats and other working items. The research and development for the new guidelines publication (which, incidentally, TM@S contributed to during its consultation period during 2017) has been supported by ACE through their Museum Resilience funding stream and is due to be published this February. Stathis has spent some time working at, amongst other places, the National Railway Museum at York. During a couple of visits to TM@S last Summer, he has clearly been impressed by our Museum - to the extent that he is also keen to get his hands dirty with us! We look forward to a long and mutually successful future working with him.

## David Hanchett

We give a warm welcome to David Hanchett after his election to the Board at the AGM. The Directors are due to meet during January when David's role and responsibilities will be discussed.

## 2018 Trolleydays

It has taken a long time to get to the point of being able to publish our programme of Trolleydays for this year, but we got there in the end! The dates and main attractions are shown on the back page.

We hope we can incorporate one or two additional attractions or events to enhance 2018's Trolleydays further and any such further information will be included in future editions of *Sandtoft Scene*.

Please be aware that our opening times have changed slightly this year - the Museum will open at 10.30am and close at 4.30pm (as always, there are a few exceptions to the standard opening times), but bus service links and times generally will remain as before. Admission charges for both "standard" and "premium" events are unchanged again, our "premium" events this year being Sandtoft Gathering 2018, the Reading trolleybuses 50th anniversary event over the August bank holiday weekend and the September 2-day steam rally.

Work is in hand both to update our website with the 2018 Trolleyday information, and to prepare the printed 2018 leaflet. We had a good visitor season last year with many favourable comments received and thanks are due to all our volunteers for their input into making it such a good season. We look forward to seeing and working with you all in what we hope will be an enjoyable 2018 season!

## 2018 Trolleybus Driving Experience Days

As we went to press, only three TDE places were left unsold: we anticipate that these will go very soon and we look forward to welcoming the candidates and their guests on the seven TDE days we have this year.

## Alan James Piatt

We are deeply sorry to report the death, on 31 December 2017, of our former Director of Finance, Alan Piatt. Alan, who was 75, had been fighting cancer for the past year, or so.

At the instigation of fellow Brighton resident, Michael Barratt, then our Chairman, Alan joined the Board of Directors at the 1993 AGM, when he took over the financial responsibility from Martin Harvey, who had decided to step down from the role. Alan very ably took up this new challenge for him and very soon, he had taken our finances into the digital age by adopting a bespoke accounting program that, albeit now expanded somewhat to meet today's requirements, still works very well. His reign at TM@S oversaw the 1995-6 construction of the Axholme Stores building, the significant upgrading of the toilet block from the earlier (1970s) shoebox-like building and the children's play area. He was also a supporter of getting our Museum a presence on the internet. Alan decided to resign from the Board in June 2000 but retained an interest in what goes on at the Museum.

Having been brought up and worked in Brighton, it is no surprise that Alan had a deep interest in the place - and he knew a great deal about the town's (it is now, with Hove, a city) public transport. Indeed, in 1986 he authored a souvenir booklet to celebrate Brighton Corporation Transport's 85th anniversary; he operated his own taxi business and made many contributions to the local paper and different websites about old Brighton.

We send our condolences to his wife, Angie, his three sons and the family. Alan will be sadly missed.

## Good Friday Shunter Training and Spring Clean Day Friday 30 March 2018 – Please Book NOW!

From *Graham Bilbé, Engineering Director*

Have you ever noticed how fascinated our visitors are on the rare occasions that shunting takes place on open days? And how impressed folk are when they see buses being squeezed back into the shed? Well, here's your chance to learn how to do it – or if you already do, perhaps to learn how to do it better!

Following a review of shunting activities that take place at the Museum, it has been agreed to set up a Shunter Training Day at the start of the season in an effort to work more safely, efficiently, and to minimise the risk of damage to our unique fleet. Several minor incidents have occurred in recent years, each quite trivial on its own, but collectively consuming considerable volunteer time and sometimes difficult-to-obtain spare parts to put them right.

The aim is to run a semi-formal course along set guidelines to ensure that all aspects are covered, but at the same time, pooling knowledge and experience from each group, as many of you have been involved in moving vehicles at the Museum for many years, so we wish to share ideas and best practice.

The courses are open to ALL who get involved in moving vehicles at the Museum, as tractor driver, steersman or banksman - all three roles can benefit from a better understanding of what each other does, and adopting safe practices.

A series of sessions will be run on Good Friday, ideally with around 6 or 8 people in each group, each session approximately two hours. Sessions will start at 10.30, 13.00 and 15.30 hours, with lunch provided, and tea/ coffee/ hot cross buns as required. Please email or phone me (contact

details below) with your availability for the day, and I'll try to fit you into your preferred group, ideally each group having a mix of experienced and less-experienced members. The course will count as formal training and in course of time will become a requirement to retain your authorisation(s).

While you are waiting, or having done your course, there is plenty to do, giving the operating fleet a spring-clean - always needed after the winter, so by the end of the day we should have a smart fleet - and even smarter shunters!

There will be no charge for the training, naturally, but all who are involved in manoeuvring vehicles are encouraged to take part, whether old hands or new ones wanting to learn - there's more to doing it well than meets the eye!

We hope it will make an interesting and fun start to the season, so please contact me ASAP to book your place and ensure that you are catered for. Thanks!

*Graham can be contacted at by email at [grahambilbe@sandtoft.org](mailto:grahambilbe@sandtoft.org) or by phone (evenings only) on 0118 966 5983.*

**P PRESS! • STOP PRESS! • STOP P**

**Stop Press:** We are pleased to announce the birth of Abigail Proctor on Saturday 20 January. Congratulations to Bex and Kieran.

## THE 2017 ANNUAL GENERAL MEETING

The 2017 AGM took place on 19 November and attracted 50 members, something of a record for recent years. Chairman Graham Bilbé welcomed those attending, and began by reflecting on an interesting year with many highs together with a few lows.



*On the morning of the AGM there was a site tidy/ trolleybus shunt. Rotherham 37 heads for the workshop. (AT)*

# The Chairman's Report

John Stainforth

The most significant highlight had been the acquisition of Burntwood by the BTS, with the aid of a significant contribution from the Museum. Also on the credit side, we had held some very successful and memorable events, particularly the steam rally, the 'Gathering and the East Yorkshire Thoroughbred Car Club rally. Several of these had attracted a good number of first-time visitors, including local people.

The Museum also hosted more private visits than usual and the Trolleybus Driving Experiences had once again proved very successful, with the latter increasing offerings from four to seven days and generating an impressive £7,000. Also during 2017, Wellington 82 had become a regular and reliable performer, as well as being very popular with visitors. Work on several DO&LRS vehicles had come on apace recently, whilst off-site restoration of Johannesburg 589 continued, together with repainting/ refurbishment of Reading 144 and Teesside T291 (now known as no.11).

Many improvements to the site had taken place, including replacement of the floor of the Pelham building, further pole painting and a variety of outdoor repairs and painting jobs carried out by the "Wednesday Group". Graham paid tribute to the new editorial team of *Sandtoft Scene*, which had gone from strength to strength, with a new format and improved production methods. He also thanked Aiden Proctor for his sterling work as webmaster over many years: Aiden has recently stood down due to other commitments.

Graham also mentioned a few disappointments, including the cancellation of the coach rally and the Blues and Twos weekend, in both cases for reasons beyond the Museum's control. The year had also been a difficult one for keeping our vehicles running, with several trolleybuses requiring much more engineering work than expected, including Bournemouth 297 and Walsall 872, both of which had suffered new problems, despite having only recently returned to service.

Graham heartily thanked all our volunteer workers who had contributed to the events and achievements of 2017. Some of these were immediately visible, like the restoration of the 'phone box, the additions to the Sunbeam Cycle Shop, the refurbished window displays and the return of the World War One Exhibition to the Pelham building. Other equally important work has continued behind the scenes, including our membership administration and financial management, for which specific credit was also due.

Finally, Graham mentioned future projects, particularly the 8-vehicle depot building, which will now be located north of the memorial garden. The Board is also considering the acquisition of a low-floor Wellington trolleybus, whilst the earlier intention to acquire a Skoda 9Tr from the Crimea has been put on hold. Graham thanked Dave Chick for his substantial commitment to the fund for commissioning the Cédès-Stoll replica, as documented in detail in Dave's article in *Sandtoft Scene* no.107.

## Financial Director's Report

Francis Whitehead presented the formally-audited accounts for the year ending 31 January 2017, which were approved by the meeting. The Museum had been very fortunate in receiving a legacy of around £250,000 from the late David Croft, and this has added to the continuing build-up of a very substantial balance of funds, of which some has been ring-fenced for specific projects, whilst the remainder is currently unallocated. The shop and café takings have followed a steady trend, with the catering profits showing a very healthy margin. Francis thanked Chris Proctor for his detailed accountancy work. He also presented several charts showing year-on-year comparisons of key financial data, and he quoted the annual visitor numbers for 2016 which had continued to hold up well at around 5,200.

## Election of Directors

Francis Whitehead was re-elected unopposed as Financial Director for a further 2-year term, and a ballot was then held for three ordinary directors, four candidates having been nominated. The results were: Tony Ferris – 39, Chris Proctor – 37, David Hanchett – 33 and John Whipham – 23. Tony and Chris were both re-elected for a further 3-year term, whilst David Hanchett will serve for one year, replacing Stewart David, who had resigned earlier in 2017. The re-appointment of Stephen Kerry as Company Auditor was approved unanimously.

## The Post-AGM Discussion Forum

After a break for refreshments following the formal business meeting, the rest of the afternoon was devoted to the regular forum for general discussions. Several topics of interest were covered, including:

### *Burntwood*

Dave Chick summarised the background to the BTS purchase of Burntwood and how this had been funded. This outlay had left the Society with insufficient reserves to a construct a depot/exhibition building on the site, so alternative sources are now required and Heritage Lottery Funding will be explored. Dave felt that this might even enable us to create a more authentic-looking building in the style of a traditional trolleybus depot with period-shaped roof structure.

Development is inevitably going to take some time, with the target of achieving the best possible benefits for the Museum and a fully-integrated result. The Museum and BTS are working closely in partnership and a joint working group will be responsible for planning and implementing the development projects.

We are aiming to create an environmentally-sustainable building, with photovoltaic roof panels, good insulation and rainwater recovery. Input to the planning process is now being gathered: the BTS has some specific requirements (including a building capable of containing the BTS vehicle collection and storage for its expanding archives), whilst the Museum's specific requirements are likely to focus more on car parking and visitor/ display facilities.

### *Expansion of the Museum*

Francis Whitehead showed an outline ground plan of the combined site, indicating the approximate sizes and possible positions of

the two new depots. In the short term, the Museum is working on the detailed design and costing of a new 8-vehicle depot, and expects to submit a planning application by the end of 2017. John Whipham asked for reassurance that its positioning will leave adequate room for turning large vehicles on rally days. Answering a question about whether the running circuit could be enlarged, Graham Bilbé felt that the prospect was very limited unless some further land (additional to the Burntwood plot) could be purchased from the neighbouring landowner. Such an initiative seemed to generate popular support, but everyone recognises the potential difficulties, based on previous experience. Other topics discussed were the fencing of the enlarged site and whether any short-term income could be generated from Burntwood as an interim measure.

### **The Cédès-Stoll Replica Project**

Dave Chick described the highlights of the Museum's project to commission a replica of a 1911 single-deck prototype "Trackless" that had run in Keighley. This will uniquely represent a long-vanished type of trolleybus current-collection technology, telling the full history and being capable of operation under specially-constructed wiring. The final specifications have now been agreed with the Czech engineering team who will shortly start to build it. The project estimate is £115,000, of which the first instalment has already been raised and paid. Further financial support has been promised, and Dave plans to approach the Porsche company, the connection being that Ferdinand Porsche originally designed the hub motors for Cédès-Stoll vehicles.

### **Availability of Serviceable Trolleybuses**

Andy Payling raised his concern about the reduced number of vehicles available for open days, and Chas Allen asked about the staging of vehicle testing, which had led to a crop requiring testing immediately before the 'Gathering and thus limiting their availability on the day. Graham

Bilbé replied that both the routine testing and the vehicle repair work relied on a very small number of volunteer workers, and that there had been real issues trying to recruit additional engineering volunteers. In recent years, Graham has been testing most vehicles single-handed, but his own constraints and the increasing time spent on repairing vehicles have forced him into grouping most of the vehicle testing into three main annual batches, the first being dealt with during the week before Easter, another batch towards the end of May, and the rest during the pre-'Gathering week. Some relief should be possible when the training of an additional tester is completed.

### **Postal Ballots for AGMs**

David Hanchett advocated a more inclusive approach to AGM elections by using postal voting. Francis Whitehead replied that the concept could be progressed further at Board level, but warned that a change to the Articles of Association would be required to make it a practical possibility.

### **Recognition**

Patrick Wilkinson received full support for his initiative to order a small plaque in memory of David Croft, to be fixed to the "crew bench" in the trolleybus loading area.

### **Audio-visual Improvements in the Regal**

Some members seated near the back during the AGM had complained of difficulty hearing the speakers, and asked whether they could use a microphone and amplifier in future. There was also concern about the poor quality of the projector and screen, making the visuals hard to read. Steve Harrison responded saying that a brand new projector had already been obtained and would be installed very soon, and that (subject to approval) he would purchase a high-quality screen for around £120.



# Event Reports



23 & 24 September

## 'Hold Tight, Please', (no... wait), 'Full Steam Ahead' for Steam Weekend

Organiser Jason Andrew in front of the Sunday line-up (BA)

During our Steam Weekend (23 & 24 September 2017), our fleet of environmentally friendly, silent electric vehicles was joined by the rather smokey, and not-so-environmentally friendly traction engines and steam road vehicles.

The whole weekend drew a fantastic turn-out, both in regards to visitor numbers and vehicles. Visitor-wise, we had between 300-400 people each day! Making this event a close second place to the 'Gathering in terms of popularity. The whole site was bustling with photographers stationed on every corner, children staring in amazement at these bygone vehicles, and the enthusiasts perusing the retail stalls for souvenirs to take home.

On the vehicle front, I shall now elaborate... We managed to fill both our centre grass and display field with a multitude of vehicles. Now, apologies, I don't like typing lists, but this is the easiest way to summarise what came;

- 6 "full-size" traction engines
- 2 steam lorries
- A dozen, or so, miniature traction engines
- A Scania fire appliance (for water replenishment)
- 2 vintage tractors
- A vintage coach (a 1962 AEC Reliance)
- 5" miniature railway (100ft running line)
- 9 military vehicles (including several "Jeeps")
- 7 Vespa motor scooters
- A fleet of classic cars (including an American Mercury, some bubble cars and a Rolls Royce)
- 2 stationary engines (Ruston Hornsby & Lister)
- A Scammell lorry
- A Fairground Organ

For the enthusiasts amongst you, the steam vehicles represented a range of manufacturers, including Fowlers (Leeds), Ransomes, Sims & Jeffrey (Ipswich), Wallis & Stevens (Basingstoke). This clearly gave a

broad spectrum to display to our delighted visitors. It's only through watching these various machines travel around do you gain a real understanding of the hours or work their owners commit to keep them running. Their days started very early with building up fires and gaining boiler pressure, raking out ash-pans, polishing all the brass and ensuring the vehicles looked as smart as possible. Well done guys!

On both the Saturday and the Sunday we organised line-ups of all the steamers: this was quite a logistical challenge considering the colossal turning circles and slow speeds of traction engines and steam rollers. However, after much jiggling about, we had successfully formed a solid line of vehicles across Sandtoft Square! Even better (well... personal opinion here), once the photographers had gleaned their snaps, we called all the engine operators to blast their whistles in unison! – a phenomenal noise! On the Saturday we had two line-ups - the miniatures and then the full-sized steamers. On the Sunday, it was all joined together.

One of the major advantages to our steam rally at Sandtoft is that the visiting steam vehicles can mix in with the resident trolleybuses and motorbuses which kept operating all day long. This provided the photographers with many an unusual snapshot of a bygone age, for example, a rare opportunity to photograph a trolleybus overtaking a traction engine, with a steam roller coming the other way! In addition, many visitors commented on how pleasing it was to see steam vehicles operating on a hard road and equally, mingling with other road vehicles, parking up outside our street scene in Sandtoft Square, or stopped outside the cycle shop, or perhaps, their drivers engaging in conversation outside the 1950s prefab. We, at the Trolleybus Museum, provide a different background for these vehicles in comparison to the usual grass display fields of most steam rallies.

Of course, we had a multitude of other fascinating attractions during the weekend too. For our younger visitors, we had giant inflatable slides and bouncy castles, and games such as "hook-a-duck" (I even tried, with a trolleybus bamboo – it worked too!).



*Some of the steam engines were smaller than others (PA)*



*Richard Jackson cheating at 'hook-a-duck' (MH)*



*A temporary return of a railway at Sandtoft on Saturday (BA)*



*From the depot, Doncaster 375 keeps an eye on a visiting steam roller (BA)*



*Lots of steam engines (BA)*



*Visiting 'Economic' coach - WNL 259A (AT)*



*Conductors eye-view of overtaking a traction engine (MH)*

The miniature railway was offering rides all day long during the Saturday, it was lovely to see a railway back at the Museum.

In regards to the military vehicles which supported us during the Sunday, one of these was certainly a celebrity: we had the Willys MB Jeep from Saving Private Ryan. This particular Jeep worked up to the 1970s, and then entered preservation, which allowed Tom Hanks to take to the controls for the film.

As we are a trolleybus museum, I must briefly mention the trolleybuses. And in particular the amazing staff who spent the whole weekend expertly navigating around colossal traction engines which were parked up all over the place! Considering there is a limit to how far a trolleybus can meander, our drivers, under the watchful eyes of the conductors, gracefully weaved their 30ft electric vehicles through a haze of smoke and obstacles. I must also share a comment from Mark Holmes, who was most amused when, as passing a traction engine, he completely lost sight of the entire lower saloon, as it filled with smoke! For the record, we operated South Shields 204, Bournemouth 297, Huddersfield 619, and Maidstone 72.

I must also pass thanks on to the owners and operators of the Economic coach (WNL 259A), who very kindly offered to join our resident Leyland Atlantean on the Isle of Axholme tour during the Sunday. Our regular visitors were certainly delighted to have an alternative vehicle (and an AEC!) to travel on.

So, definitely a successful weekend all round. We hope that this event will return in the forthcoming season, and develop with additional vehicles attending. Many thanks to T A White and Sons for letting us use their land for visitor parking (and some of the steamers' low-loaders), to all the vehicle owners for supporting the rally and, of course, to organiser Jordan Andrew and his helpers and all TM@S personnel who worked relentlessly all weekend to keep everything going sweetly. *Richard Jackson*



The visiting motor bus 3706 (a Leyland Titan PD2/37) brought memories back for Chas Allen who drove it in Manchester in service. As well as runs off site, the opportunity was taken to run it with 1344 to show Manchester buses with and without wires (AT)

Sunday 15th October saw the annual Isle of Axholme running day and rally event, organised by one of the museum's contributing societies, DO&LRS. Although this is only a one day event, the museum site was busy all weekend as members chipped in to make sure everything was just as it should be. On the Saturday before the event many vehicle movements took place, as the operational Motor buses and Trolleybuses were all retrieved from various parts of the depot - with all the gaps then back filled to create as much space as possible for the visiting vehicles and stalls around the site. Other parts of the site also saw attention, with a fence going up to create a display area for visiting vehicles and a safe walkway prepared between the museum site and the car park on the adjacent land.

On the Sunday itself we saw a cold start to the day, but most importantly it wasn't raining! The 'back field' was still a little soft from wet weather earlier in the month, but after a brand new bus sank in the mud the year before, we put a plan into place to manage the traffic better and to avoid any impromptu towing demonstrations.

The visiting vehicles started to arrive from around 10:00, although the event's sponsor, Omnibus, had sent their Manchester Leyland PD2 over on the Friday beforehand and their Routemaster had been camping out at the museum since August Bank Holiday due to mechanical issues. There were a good selection of visiting vehicles in the programme for the day with 36 cars, buses, lorries and motorcycles

all booked in in advance. These were joined by almost as many more again that were spurred on by the dry weather and had entered on the day.

One thing that makes this event a little different is the 'Running Day' aspect, which sees frequent bus services all over the Isle of Axholme operating instead of the usual 'Isle Tours'. Many of the museum's resident motor buses took up service alongside Leyland PD2s from Manchester and Chesterfield Corporations, an Economic Bus services AEC Reliance and the slightly more modern Volvo B10M and DAF. These buses saw around 100 passengers an hour heading out from the museum towards Epworth, Westwoodside, Owston Ferry and Thorne - and more importantly brought most of them back again! I had the pleasure of taking the Manchester PD2 to Westwoodside on one of these services and I connected in Epworth with other services as planned, with plenty of people transferring between buses to head onto various destinations.

Meanwhile back on the museum site Wellington 82, Cardiff 203, Bournemouth 297 and Manchester 1344 were in service and met visiting vehicles 'on the road' as motorcades took place at 13:30 and 15:00. There was also the opportunity for Manchester 1344 to meet and run alongside 'its replacement' for the first time since 1964, with a brief photo stop in 'Sandtoft Square' arranged to mark the occasion.

In all, the event was well attended with plenty on offer for our visitors, and I hope it was an enjoyable day for everyone involved. We have started planning for the 2018 event, which should hopefully prove to be another successful day!

Kieran Proctor



Chris Proctor, David Hanchett and Graham Bilbe enjoy a well deserved break (AT)



Doncaster 33 out and about



Double deckers from north and south





You could say these three were haunting the place (IB)

Well... the weekend of the 28 and 29 October is supposed to be our scariest of the year, and for anyone who visited us during that open weekend, we didn't disappoint.

For the benefit of our trolleybus enthusiasts, we had Bradford 792, Manchester 1344, and Huddersfield 619 in operation. During Saturday afternoon, 619 had developed a bald-tyre and was removed from service, however Bournemouth 297 entered into service: much to the delight of our visitors. We operated our usual Isle of Axholme Tours using Doncaster 55.

The main event on the Saturday was that the Trolleybus Museum featured on the prestigious Radio Humberside. One of their presenters was engaged in a “hunt” where she was racing around various landmarks and attractions to find clues. Our clue was discreetly hidden on the platform of Manchester 1344. At about midday, the presenter raced up to the trolleybus with all the various paraphernalia needed for a live broadcast, and the whole site was treated to a cry of “I’ve found it!!” before she then darted off into the distance to hunt for her next clue. All rather exciting.

So, onto the ghosts and ghouls. Some may say that our staff at the Museum are scary enough. However, for the Halloween weekend, Paul Colegate, Dave Chick and David Hanchett had made a special effort by appearing in various full body skeleton suits or gory masks. I’m sure we are a welcoming museum, but the sight of a zombified

Mr Chick greeting you upon arrival is surely a frightening experience for all.

On the Sunday, we were graced by a late ‘Gathering entry: we had a beautiful Triumph car arrive. The owner had intended bringing it to ‘Gathering 2017 but unfortunately couldn’t make it. This vehicle made a welcome addition to our street scene. It was parked up outside the café/ shop façade and provided many photographers with an additional shot to capture. Many people were waiting patiently, cameras at the ready, for when Bournemouth 297 passed it to line the two distinctively yellow vehicles up in a real “living history” moment. Many thanks to the car owner for coming along.

So, Halloween drew to a close, and left the “museum de-spooks” ready for its next open weekend. Thanks to all our visitors and staff who braced the warmer-than-expected October weather: we hope you had a frighteningly enjoyable day! *Richard Jackson*



A nice Triumph, a nice trolleybus and three ne'er do wells (IB)



Isn't this one of our older members, or is it Janet's pumpkin? (IB)

## Inside Track

October

‘Inside Track’ enjoyed an afternoon at The Trolleybus Museum in October on a visit arranged by Francis Whitehead.

Their central theme is nostalgic transport throughout the UK and Europe and we were pleased to be included in their holiday itinerary, again.

Pam provided a warming café lunch whilst Richard, Mike and Ian Metcalfe were busy with trolleybus traffic using London 1348, Walsall 872 and Manchester 1344.

Ian Wilson kindly offered to drive Isle of Axholme tours using Sheffield Atlantean 1357.

All the Trolleybus Museum’s facilities were open from the prefab, Regal cinema, Pelham to cycle shop.

If you'd like to view ‘Inside Track’ holidays these can be found at: <http://www.railwayholidays.com> *Mike Johnson*

# Trolleys in the Dark Day

18 November

At our museum we have a rare chance just once a year as the nights draw in, when trolleybuses are run until well after dark. This gives a special atmosphere as the interior lights flash on and off at overhead isolators, often with a little blue flash overhead in accompaniment (a big blue flash would indicate that the driver had done something wrong!).

Trolleybuses are normally hard to hear coming during the day. At night, they glide along the road like silent ghosts - a whole new kind of subterfuge as a photographer suddenly finds that one has crept up behind him as he stands in the road anticipating a nicely-composed photograph! That picture-taker and, indeed, our trolleybus drivers, certainly notice how dim old headlights are in comparison with their modern derivative.

Sometimes on these occasions, the question is asked. "Why is the right head light not working on some of the 'buses?'" To some, the answer comes as a surprise: all those years ago, headlights did not "dip" as they do now. The driver simply switched the headlight nearest the on-coming traffic off. Very apparent in the dark.

Although we welcomed a healthy number of visitors for this experience this year, the place was fairly quiet until mid-afternoon. Our drivers noticed that there were a lot more people to avoid after it was dark. Bournemouth 297 ran the last service of the evening, and most unusually had almost a full load. A gratifying way to finish our last operating day of the 2017 season.

David Hanchett



The apple tree frames Bradford 792 and Bournemouth 297 nicely in this photo (PM)



Bournemouth 297 on the back straight in the twilight (PM)



Bradford 792 takes a turn as twilight falls (VM)



It gets dark early on November evenings (PM)

## Wellington 82 in Walsall

The story of Wellington 82 has been covered in the pages of Sandtoft Scene before. Up until now it has always been a tiny bit incomplete. John Stainforth takes up the story...



We included this archive photograph of Wellington 82 in an article by Francis in Sandtoft Scene 89. Contained in his caption was the question whether anyone could identify the people in the group alongside 82 parked in Walsall in 1963. An edited version of our series of Wellington 82 articles was published in the January 2018 edition of 'Bus and Coach Preservation' magazine (B&CP), under the title 'Another Trolley Retrieved'. It also contained this photo and the same caption and question. Amazingly, a reader of B&CP has responded, having been able to identify from his own memory some of those pictured in this group of 1963! David Jukes (the editor of this B&CP article) kindly forwarded us the letter along with permission to print.

In the latest B&CP, I read with great interest the article on the Wellington BUT/ MCCW at Sandtoft. The picture of the trolleybus on test at Walsall was an MCCW "Official", the Birmingham trade plates belonging to the company. I can tell you who three of the other people in the picture are, all MCCW staff.

The tall man on the left is Sid Thompson, the Chief Draughtsman, who in the early summer of 1965 gave me my career start in bus manufacturing by offering the position of Apprentice Draughtsman to me, for which I am eternally grateful. He was a remote figure, never known to laugh and somewhat distant to the day to day running of MCCW's two drawing offices.

The third man from the left (behind Edgley Cox) was Walter Hicks, at that time the Deputy General Manager, later to become General Manager circa 1966 following the retirement of Philip Brunton.

The fifth man from the left, again behind Edgley Cox, whose face can just be seen, is E.W.D "Bill" Darrington, at that time Assistant Works Manager, later to become Chief Engineer and my mentor for many years. He had a very dry sense of humour and was responsible in his time for the Cuban MCW-Leyland Olympics, Blackpool trailer cars, Metro-Scania, Metropolitan, London DMS and the Metrobus bodywork. He was known throughout the industry and highly respected even by MCCW's competitors.

One day he introduced me to Colin Curtis of LTE, then swore me to secrecy, as I was to scheme out a side engine double decker based on the AEC 'Q' for Colin as part of his QRM proposals. It featured a Gardner 6LXB engine and a body utilising as many DMS components as possible. Bill knew of my interest in bus design history and that I was familiar with the AEC 'Q'. The big problem with the design was the height of the Gardner engine, not easily fitting under a staircase and causing the waist rail to be staggered over the engine, not good engineering practice. I looked at tilting the engine to reduce height but it took up too much floor space in doing so. If the Cummins L10 had been available and proven in those days then the project may have been approved, as this engine was compact and would have sat nicely under the stairs.

However I kept the drawing that I produced for Colin Curtis showing that some of the bright ideas can end up in the engineering development dead end. I still have it today. Bill Darrington had a great influence on my career and I am proud that I worked for him.

I have been to Sandtoft on a couple of occasions since the Wellington trolleybus entered service and it is wonderful to think that people I worked for and knew well were pictured next to it on that day in 1963.

**John Seale**

Senior Engineer - Sales & Marketing  
Optare Group Limited

# A Thankful Message

From Paul Morfitt, a new volunteer at the museum

2017 has been a year in that the UK for the first time has seen “mental health” issues often at the front of news reports and TV campaigns. This may seem an odd way to start a story in *Sandtoft Scene*, but the Museum has played a huge part in this story for me!

My first visit to the Museum was way back at the ‘Gathering in July 1984, when I was 13 and I have been coming back near enough every year since, but it has been this year when things would change for me. I won’t go into the details but I can openly say that over the past few years I have suffered with mental health issues after having a huge breakdown that has had a massive effect on both myself and my family, and in particular my children, who have seen me at some very low points in my life. This year (this is being written in 2017) I came to the ‘Gathering in July and since then I have been returning to every open day since because something at the Museum has triggered off a medicine for me, some form of tonic; I am yet to put my finger on it, but each time I come back at 11am when the doors open I feel so chilled & relaxed. I feel at ease with myself and my mind is at rest: the Museum for me is so calming and relaxing even when ten ton steam wagons are plodding around blowing their whistles. It has become a place of sanctuary if that makes any sense!

What has also made it very special is that my youngest son, Harvey, who is only 8, has been coming with me and he cannot get enough of the place. It has really shocked me back that he loves coming along; he never wants to leave when I say we need to get off, so each time we end up staying much longer! He is the only one of my six boys that has ever taken an interest: it is like he senses that I am relaxed when I am here and it does the same to him.



Paul's son Harvey, 8, at the helm of Bournemouth 297

We have both now joined as members and have also joined as volunteers. We would like to get stuck in to as many things as possible from gardening to painting to overhead line work to restoration to preparing the vehicles for Trolleydays. Our first volunteer day was Saturday, 11 November. We arrived at 9am and had a brew with Tony Ferris who made us both so welcome, as did the rest of the small team. We spent the day clearing apples, trimming the bushes down and cutting a few of the trees back as well as a general tidy up - although we gave up with shifting leaves! Again when I said to Harvey late in the afternoon that we needed to get off, he wanted to stay even longer. I thought he may have been a little bored but he clearly was not!

I have also offered my services to Stewart David and the team for conducting next season, something which would be a privilege to do again as this is how I started my career off “on the buses” back in April 1988 on Routemasters with EYMS. I am then hoping that maybe, just maybe, I could move up to driving, as that would be the icing on the cake. I am also hoping that we could “look after” a particular trolleybus at the Museum which we have both become quite attached to: maybe this could become a possibility. The both of us want to help make a tiny difference in becoming lifelong members and volunteers – well, for me that’s a definite: as for Harvey, I want to make the most of it while he is happy to do so. From my own observations, the Museum is in need of youngsters coming through: it is already nice to see a few of the bus crew staff are young, and long may this continue. This is why my aim is to bring Harvey as long as he is happy to do so but to do this I need to keep him occupied when we come to do volunteering work, hence why it would be nice for us to look after the fleet in whatever way we can. He is always asking me if we can come and clean them etc., so I am hopeful that once the pair of us becoming established with the Museum and the staff, then these things could be possible!

The Museum is a wonderful place for many reasons. I am already aware that the site has grown thanks to the land purchase next door, so it is going to be nice to help in any way possible to see that progress. When something comes along in your life that helps you get through extremely tough times, then it is only right you hold onto that help and repay when possible in any way you can: put a broom in my hand or a shovel, give me a sponge and bucket, a paintbrush or a ticket machine! Becoming a volunteer at the Trolleybus Museum at Sandtoft is an honour and a privilege. I hope Harvey and myself can help make a difference in any way we can.



New volunteer Paul Morfitt pictured alongside Bournemouth 297

# Site Work Updates



## Wednesday Group News

Work on the GPO telephone kiosk has seen new glass panes fitted after a repaint, all under the control of Len Smith. The Wednesday working party is considering putting in a request for a bigger snap cabin (mess room for the uninitiated) with more than a dozen volunteers working on site on those days. New member of the Wednesday group, Mike Spilling, has been busying himself restoring the skeletal oil pumps that littered the site for many years and are now displayed on one side of the workshop road. Gerry Carroll continues his painting of site items including the street lamps to which some swan neck tops have been refitted after repair.

## Plumbing

In preparation for winter and sub-zero temperatures, work has been carried out to the plumbing in the toilet block to allow the ladies and the gents sides to be isolated and capable of being drained down to avoid freezing up and resulting burst pipes. During the very cold months, just the accessible toilet is in use, being easily heated to prevent freezing. The wash basin in the gents side has also been renewed as the old one had lost much of its glazed surface and was difficult to keep looking clean.

## Mowing Equipment

The mowing equipment has had its annual service and once the grass dries out sufficiently, the "parks and gardens" staff will, no doubt, attend to their withdrawal symptoms and get grass cutting again.

## Axholme Stores windows

It has become evident that the timber window frames to (at least) the café have significantly rotted again and extensive repairs are required: this will be undertaken in the lead-up to the Easter opening.



Work in Action: Mike Spilling's restoration of the skeletal oil pump



# Vehicle Preservation Reports

Compiled by David Hanchett with contributions from Bob Ashton, Jim Sambrooks, Tim Stubbs, Keith Walker and Francis Whitehead

## Trolleybus Museum Vehicles

### Bournemouth 99

The British Trolleybus Society have started fundraising for work to get this fine trolleybus back in use. Amongst other things, some framing needs to be repaired below the trolley gantry, the resistance bank needs to be refurbished and the hydraulic braking system overhauled.

### Doncaster 375

The resistance bank has now been refurbished by a specialist firm, and should have been fitted back in place by the time you read this.

There has been a vast amount of work carried out to no.375's interior and cab: starting at the top, the roof vents have been re-chromed, new floor covering fitted to the lower deck and new wooden laths made to fit. A new floor trap fixing device has been made to such accuracy that it is indistinguishable from the others. Thanks are due to Tim Stubbs, master craftsman, for

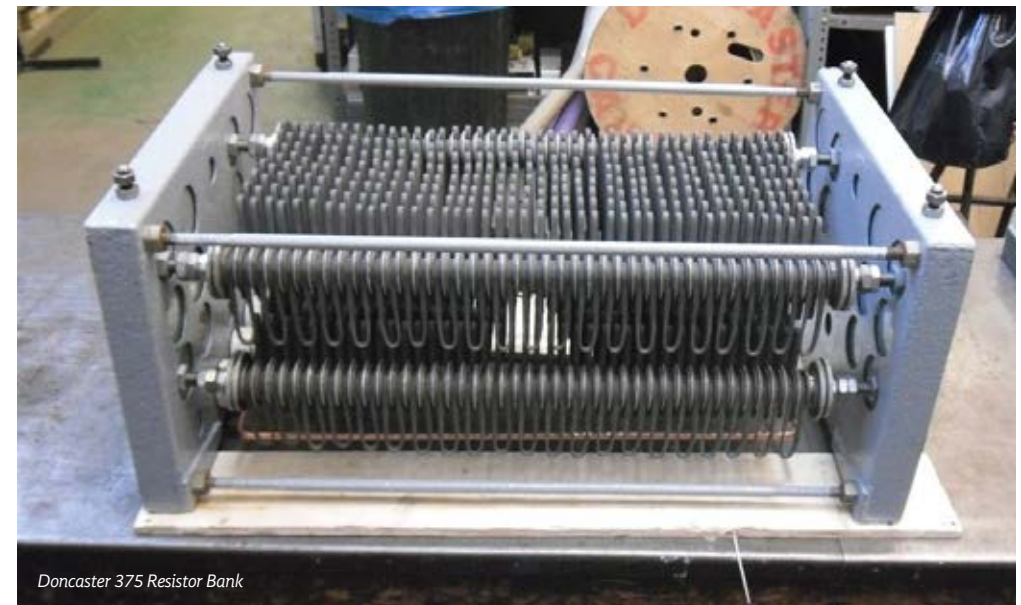
manufacturing this item so well. The cab is in the process of being prepared and painted. All this is under the leadership of new member Dave Stanfield.

### Johannesburg 589

Work continues on the chassis and mechanical units. As planned, the traction motor and compressor have gone away to a specialist contractor for refurbishment. The two resistance banks have been removed to temporary storage to await a decision as to where to send them to be rebuilt. The next couple of months should see work starting on the bodywork, initially continuing with and finishing off sections of work done by Richard Bilbé.

### Maidstone 72

No.72's back axle started making a loud noise during the last TDE day (18 September 2017) and subsequent investigations indicate that a wheel bearing has disintegrated. It is anticipated that repairs will be carried out over the winter period and that no.72 can be back in use in time for the first TDE day straight after the Easter weekend.



Doncaster 375 Resistor Bank

## Rotherham 37

Following completion of repairs to upper deck flooring, steady progress has been made on dealing with repairs identified as necessary during the most recent annual inspection. These have included items on the bodywork, the front axle, front hub oil seals and electrical cabling clamps. Many of the tasks have been completed and it is planned to continue this work at the next working session, set for March. All being well, the vehicle should be back in service next season.



37 Emergency Exit Transfers



37 Hub Grease Seals

## Reading 144

Reading 144 was eventually moved to Rotherham on 21 October 2017 to receive a repaint and other work. Thanks are due to Alex Proctor for ensuring that no.144's collection went smoothly, if not somewhat later than had been planned! With this work, Reading's official last trolleybus is to revert to its standard fleet livery with advertisements mostly as carried during its last months in regular service.

## Teesside 11 (alias T291 or Reading 186!)

This vehicle is still at the East Anglian Transport Museum (EATM), where it was successfully re-launched into service in late September. This was principally a one-off special appearance, but whilst at EATM it did receive a re-conditioned set of springs. It is possible that the vehicle will travel north to Beamish, closer to its former operating base.

## Bradford 558

Geoff Welburn continues to work on this vehicle, normally on Wednesdays.

## Doncaster 22

No22's full engine overhaul has been completed. The engine has been refitted into the bus after much cleaning and painting of the chassis and the replacement of the starter motor wiring. Thanks are due to Graham Bilbé for transporting the engine back to Sandtoft and to Paul Hegedus for assistance with the fitting of same. Thanks also to those who responded to the appeal in Sandtoft Scene no.107: some very generous donations have been received. Nonetheless, still more funds are required!

## Doncaster 94

The fuel tank has been removed and is being used as a pattern for a replacement: the old tank has been repaired many times over the years and is no longer serviceable.

## London Transport RT3323

After a number of months at the Museum site, this vehicle has recently been moved to Westgate for storage.



## South Yorkshire 2450

Outside the workshop, Richard Barnes and David Longstaff have been steadily working their way through the electronics of 2450 with the aim of getting it running again. The vehicle has had a wash for, apparently, the first time in some years and looks a lot better for it. (Photo: BA)

## Trolleybuses elsewhere

### Cardiff 262

Slow but steady progress is being made to this former Sandtoft resident at the Cardiff and South Wales Trolleybus Project's workshops (barn) on Wednesdays. Something has come to light: After the fourteen window sliders had been gathered together for attention, one of them was found to be totally different from the others. The only reason the team could think of was that maybe during the vehicle's off-side re-

build at a Doncaster contractor, the original slider had been removed and this "modern" substitute fitted. This had not been noticed until the team commenced this phase of restoration!

The group are always pleased to welcome visitors to their workshop by arrangement - their email is [webbs@ntlworld.com](mailto:webbs@ntlworld.com).

### Rotherham 73

Work has essentially stopped until painting can resume in warmer weather.

## Correction Corner by the Editors

Just to prove we are only human, the following corrections and clarifications have come to light since the previous issue:

**Bob Rowe has pointed out that we don't know our motor buses from one another...**

*"On page 22 of Sandtoft Scene 107, you have a wonderful picture of three former Bournemouth vehicles. I realise that ours is primarily a trolleybus publication, but the centre vehicle is in fact a Leyland Tiger Cub, new in 1955 and delivered with two doorways, the rear one being removed in c.1960."*

**Editors to note:** Bournemouth 266 single decker (RRU 903) is a Leyland Tiger Cub not Leopard.



*Andy Thornton sent a picture of Derby 175 at the museum, 23 August 1980, when it was all fields around Sandtoft.*

**Colin Barker has pointed out that we missed the ideal opportunity to plug a book for sale in the Museum Shop...**

*"With reference to your Derby article, another publication for further reading is my book "Derby Trolleybuses" published by Middleton Press."*

**Editors to note:** Advertise the shop. Buy from Sandtoft!

## DO&LRS 60th Anniversary *Jim Sambrooks* Sunday 3 June 2018

It has always been assumed that the Society was first named in 1958 although no record has been found of an actual date. Therefore we are to celebrate our sixtieth year in 2018.



*22 with engine in place, much more work still to do (JS)*



*Doncaster 94 turned 70 on 10 November 2017 and is seen here 8 days later with no.55 (PC)*

The chosen day is Sunday 3rd June which happens to be the 115th anniversary of the first tram to run in Doncaster. Planning hasn't really started yet but the event is likely to be similar to those in 2003, 2008 and 2013, with a bus from Doncaster to Sandtoft, slide show, Isle tour, meal in a pub and return to Doncaster, the bus will bypass the pub for those not requiring refreshment and return for the others.

We're hoping to have 22 back on the road after its engine rebuild and 375 running after a long time out of service.

From Francis Whitehead



# Ideas, Innovation and Creative Thinking

The Trolleybus Museum has been a member of the Association of Independent Museums (AIM) for several years. AIM acts as an umbrella organisation for museums of all types and sizes across the UK and, amongst other things, provides good practice guidance. In 2015, AIM published a series of what they term "Hallmarks" that, together, help museums to thrive. In early December, I went with Dave Chick to an informative seminar and workshop session in London when these Hallmarks were re-launched.

There are eight AIM Hallmarks, and they were identified by analysing factors that work together to make certain museums stand out from others as being particularly successful. The eight are:

- Purpose
- Finance
- Leadership & Culture
- Collections
- Governance
- Visitor Focus
- Innovation
- Awareness & Networks

Each Hallmark consists of an analytical paragraph. To varying degrees, the Trolleybus Museum does address all eight Hallmarks, but of course, there is always going to be room in any organisation for improvement, so, to fully implement the Hallmark ideas, we need to strive to investigate and improve every area.

As with so many management functions, there is a lot of overlap between the different Hallmark elements - for example, implementing the Leadership and Culture Hallmark, which states *"The leadership .... fosters a positive culture that is open to new ideas and ready to seize opportunities ..."* overlaps with the implementation of the Innovation Hallmark, which states *"The organisation encourages innovation and*

*creative thinking. It adapts, invests and takes planned risks in order to find new and better ways to achieve its purpose. No one accepts that the status quo is fixed and unchangeable".*

With our members and volunteers coming from a variety of backgrounds and having different interests, experience, abilities, talents and skills, what better than to seek ideas from you all for making small (or even big) detail improvements to the Museum and how it works, all in line with the Innovation Hallmark? There is no limit as to where an idea could click in: it could, for example, be better engagement with volunteers, better deployment of volunteers, training, work methods and/ or practices, displays, exhibit interpretation, income opportunities, fundraising methods, equipment, application and/ or use of IT, improving the appearance of the Museum (or particular parts of it), use of buildings or spaces, facilities for visitors (and/ or staff) - it is all down to creative thinking!

Some ideas could cost nothing, or very little, to implement, whilst others may cost something more substantial, but we can consider anything - and we do have a budget for minor improvements that we could call upon.

So, with your input we can make the Trolleybus Museum a better place - better to see, better to visit, better to work at. Whether you regularly or irregularly visit or are a volunteer, please have a good think, maybe discuss it with others, and let me (or another director) have your ideas so we can consider them and hopefully take them forward. My email address is [fwhitehead@sandtoft.org](mailto:fwhitehead@sandtoft.org). Remember, there is no limit as to where an idea could click in.

**For those who are interested in knowing more about the Hallmarks, the AIM website, [www.aim-museums.co.uk](http://www.aim-museums.co.uk), contains a lot of information.**

# RUNNING DAYS IN 2018

Open 10.30am - 4.30pm unless stated otherwise

<b>Easter Weekend Trolleydays</b>	Saturday 31 March Sunday 1 April Monday 2 April	 <b>FREE BUS</b>
<b>Fairground Organ Trolleydays Plus</b> - with a selection of traditional fairground organs playing each day	Saturday 14 April Sunday 15 April	
<b>Diesel Weekend &amp; Trolleydays</b> (May Day Bank Holiday weekend) - with many of our diesel buses on show	Saturday 5 May Sunday 6 May Monday 7 May	 <b>FREE BUS</b>
<b>1960s Trolleyday</b> - with offshore radio exhibition; come in 1960s garb!	Saturday 26 May	
<b>1960s Trolleyday Plus</b> - with offshore radio exhibition (come in 1960s garb!) and also featuring a <b>Rolls Royce Enthusiasts Club Show</b>	Sunday 27 May	
<b>1960s Trolleyday</b> - with offshore radio exhibition; come in 1960s garb!	Monday 28 May	<b>FREE BUS</b>
<b>Trolleyday</b>	Saturday 16 June	
<b>Trolleyday Plus</b> - with <b>East Yorkshire Thoroughbred Car Club Rally</b>	Sunday 17 June	<b>FREE BUS</b>
<b>Huddersfield 50 Weekend Trolleydays</b> - remembering Huddersfield's trolleybuses 50 years after operation ceased	Saturday 30 June Sunday 1 July	 <b>FREE BUS</b>
<b>'Gathering Saturday Trolleyday</b> - a preview of 'Gathering Day itself with twilight trolleybus operation, BBQ & real ale beer tent	Saturday 28 July Open 10.30am - 10.00pm	
<b>Sandtoft Gathering 2018</b> - with visiting historic vehicles, transport flea market, live music, real ale beer tent & lots for the family to see & do	Sunday 29 July Open 10.30am - 6.00pm	<b>FREE BUS</b>
<b>Trolleyday</b>	Saturday 11 August	
<b>Trolleyday Plus</b> - featuring a <b>Jaguar Enthusiasts Club Show</b>	Sunday 12 August	
<b>Reading Trolleybuses - Weekend Trolleydays Plus</b> (Late Summer Bank Holiday weekend) - remembering trolleybuses in Reading nearly 50 years after they finished operating (3 November 1968)	Saturday 26 August Sunday 27 August Monday 28 August	 <b>FREE BUS</b> <b>FREE BUS</b>
<b>Weekend Trolleydays</b>	Saturday 8 September Sunday 9 September	
<b>Weekend Trolleydays Plus</b> - with <b>2-Day Steam Rally</b>	Saturday 22 September Sunday 23 September	 <b>FREE BUS</b>
<b>Trolleyday Plus</b> with <b>Isle of Axholme Running Day &amp; Rally</b> - presented by Doncaster Omnibus & Light Railway Society	Sunday 14 October	
<b>Weekend Trolleydays</b> - and it's Halloween!	Saturday 27 October Sunday 28 October	
<b>Twilight &amp; After Dark Trolleyday</b> - with twilight & after-dark trolleybus operation	Saturday 17 November Open 10.30am - 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). **NOTE:** Additional journeys will run on Sandtoft Gathering Day (Sunday, 29 July) & on Isle of Axholme Running & Rally Day (14 October) - visit [www.sandtoft.org](http://www.sandtoft.org) for times

**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

**On days shown on dark red background:** Adult £10.00 Senior  
(61+) £8.50 Concession £6.50 Family £29.50



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