

Sandtoft Scene

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NEWS & VIEWS FROM
The Trolleybus Museum
AT SANDTOFT



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Front Cover Picture

An atmospheric shot from the Timeline event, courtesy of David Pond.

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Welcome

Spring has come late this year! It is fair to say that it was held back by some of the wettest conditions in North Lincolnshire in living memory.

As a result, our first open weekend of the season, actually slightly earlier than usual due to an early Easter, suffered the detrimental effects of these conditions.

Our staff are to be congratulated on their hard work for a week in very poor weather working to prepare for our opening. Also for their lateral thinking and perseverance in managing to open to the public on the Saturday and Sunday when things were far from ideal. Our apologies to anyone who had hoped to visit us on Easter Monday but could not do so due to the cancellation of the day's events. The heavy rain and consequent flooding on site meant that our vehicles would have suffered if we had run them, and our visitors would have experienced difficult or even dangerous conditions to get to us.

In February we had difficult weather too. Bob and Pat Ashton have photographed the effects of the 'Beast from the East' on the Museum, and the results can be seen on page 22.

We can however look forward to warmer, and we hope dryer times this summer. Perhaps it is better to have a wet Easter than a wet Sandtoft Gathering. Here's hoping! We have a record number of early vehicle entrants for this event, so things are looking very promising. Please put a note in your diaries, and join us for this, the highlight of our year. If you can help us during



We would like to thank the following photographers for their help with this issue: David Hanchett (DH), Bob Ashton (BA), Pat Ashton (PA), Dave Chick (DC), Jan Spousta (JS) and Richard Jackson (RJ).

Messages from the Editors

the weekend or the preceding week we would love to hear from you, as we are always short of help for this event. Give it a try, it is great fun! Don't forget, 28 and 29 July!

Before that, we have a remarkable number of special events planned, including several that are new to the Museum. For example, the 1960s weekend, when everyone is encouraged to dress in clothes of the time, and the Rolls Royce Enthusiasts Club will join us on the Sunday. We have 'Doncaster Day' on 17 June, which is an addition to the events shown on our early publicity. It is planned that Doncaster 375 will be launched back into public service on that day.

In this issue, we have an article on Huddersfield trolleybuses in preservation ahead of our Huddersfield weekend on 30 June and 1 July. Truly an iconic fleet.

As these words are being written, Dave Chick is in the Czech Republic, looking at how the Cédès-Stoll replica project is progressing. More about this on page 11.

For the second time, the Timeline events organisation visited us in March, this time for an afternoon and evening, and yes, it was wet! They brought with them some film set lighting and the photographs our guests took are quite stunning. Some of them are reproduced on these pages. It must be said that the day proved to be really hard work for the team who hosted the event: not least because of the amount of shunting of vehicles required, but we think you will agree it was well worth it.



Staff Training

Two training sessions for staff who tow, shunt or otherwise move vehicles into and out of the depot and workshop and around the Museum were presented by Graham Bilbé on 30 March (Good Friday). Intended for the drivers of our tractors, steersmen of vehicle being manoeuvred, and banksmen alike, just about every aspect of the art of safely and efficiently moving vehicles under tow at the Museum, the associated and necessary teamwork involved and the Company's expectations of those involved were covered. The majority of personnel who undertake these tasks gave up their time to attend and Graham reports that it was encouraging that good discussions about techniques and guidance points formed part of the sessions. It is hoped that a session for relevant staff who were not able to attend, or those who would like to become involved can be arranged in the near future – please let Graham know via grahambilbe@sandtoft.org.

We are always looking at what other training would benefit members, volunteers and, of course, the operation of the Museum: many volunteers for open days have received customer care training in the past, so if any of our newcomers would like to attend a brief session on this (or if others believe a refresher would be useful), please contact Linda Proctor via training@sandtoft.org. Please contact Linda also if you would like any other type of training that would help the Museum and/or you as you volunteer with us: for example, specialist training by an external provider is planned for those who use the cherry picker, and very recently, an opportunity has arisen for volunteers who (particularly) attend open days to receive training on emergency resuscitation techniques – a very worthwhile bit of knowledge for anyone!

Insurance

Coincidentally occurring at the start of our financial year, our main insurance policies came up for renewal on 1 February. Having the correct insurance is, of course, vital, and premiums are a very significant element of our annual expenditure. It has become clear that we have particular insurance needs that lots of other museums don't and this does present some challenges. This time, whilst our existing broker had started before Christmas to undertake extensive marketing, a second firm of brokers offered to market our requirements as well. In the event, the second brokers found they could not meet our requirements and negotiations by our existing broker with insurers continued into the first week of February. The outcome is that we have now moved our road insurance (this includes trolleybuses running at the Museum) to a new insurer and we have stayed with our previous insurer for our public liability, employer liability and general business insurance risks, with a small overall saving in premiums. The whole process has been time-consuming and has included a review (mostly upwards) of various insurance values.

Museum Accreditation

We understand that Arts Council England have again been amending the standards that need to be attained within the museum accreditation scheme and during discussions at a recent Board meeting, our museum mentor, Stathis Tsolis, agreed to investigate on our behalf any revised requirements so that we can be prepared for when we next need to submit credentials.

School Visit: 28 March 2018

We were pleased to welcome some 86 Key Stage 1 children with their 18 teachers and assistants from Oakwood Primary School, Scunthorpe on 28 March. The children, all aged 7 or under, arrived in two coaches and spent over 4 hours with us.

General Data Protection Regulation (GDPR)

This new legislation comes into effect on 25 May 2018 and replaces existing data protection requirements. Bruce Lake, as Company Secretary, is leading our planning to meet the new requirements. The matter will be the main topic for the next Board meeting so that our policy on the subject and the associated procedures for holding, handling, safeguarding and appropriate disposal of different elements of personal data we need to hold/ process for different functions within the Company and the Museum can be adopted and documented. There is a potential for all sorts of administrative and future research problems arising as a result of GDPR, so we need to proceed correctly, yet cautiously, taking guidance from a variety of sources. We will report further on our approach to GDPR and will be seeking agreement from members and donors (and, no doubt, others) for us to hold and appropriately use and maintain their personal data.

2018 Trolleybus Driving Experience Days

As anticipated, the remaining 2018 TDE places are all now sold, the last one going on 5 February.

Development

Work continues behind the scenes to gather ideas and information together to help with planning how best to redevelop the Museum and the BTS's Burntwood premises. A complete topographical land survey has been undertaken and we now have a very detailed plan of the combined premises in electronic format that will facilitate a much higher degree of accuracy during the planning process in fitting ideas together and subsequently when we come to finalise our plans for funding and construction.

The detailed planning application for the Museum's new 8-vehicle depot has been submitted to North Lincolnshire Council and it is now well into the formal planning process. See pages 24-25 for a preview of what is planned. The Burntwood bungalow is now in use for BTS staff accommodation; as a result, the BTS static living van is to be sold to TM@S to replace a now rapidly deteriorating TM@S living van.

Publicity

With the 2018 Trolleydays set, and as anticipated, there has been frantic activity to produce different bits of publicity material. The two major tasks were to produce the printed leaflet (and arrange its distribution) and to update our website.

Once again, we have appointed Take One Media to distribute our leaflets, thereby enabling us to place leaflets at many motorway service areas in our region, railway stations, accommodation and tourist information centres (TICs) and libraries. However, we do need (as in previous years) to distribute our publicity to other locations such as other museums, visitor attractions, local retail outlets and the like. We are very happy to reciprocate this and take publicity material from other attractions to make available at TM@S. As well as the leaflets, we have a general A4-size poster that can be displayed, and it is planned to produce other, more dedicated, posters to feature certain Trolleydays. Anyone who is able to get leaflets and posters to suitable outlets (e.g. museums, heritage railways etc.) up to 75 miles radius from Sandtoft are requested to contact Tony Ferris at the Museum or via tonyferris@sandtoft.org as soon as possible. It is also well worth prompting (nagging) TICs to take our leaflets, either by presenting them with supplies or urging them to order supplies from Take One. Last year we managed to distribute virtually all the 45,000 leaflets we had printed, so let's do our best to do this again this year!

We have also produced a leaflet dedicated to coach trips and party visits, and there is an ongoing requirement to design advertisements for selected magazines and newspapers.

Updating the Trolleyday calendars and the "Visit Us" page and sub-pages of the website was duly achieved but not before some technical problems had to be overcome.

Duty Manager

Following a suggestion by Richard Jackson, partly to facilitate a communication channel should TDE candidates experience delays on their way to the Museum (up until their TDE day, communication is via email), a mobile phone has been purchased for use by the duty manager on TDE days, Trolleydays and on days when private visits are arranged. This means that henceforth there is just one telephone number, 07871 472777, to contact whoever the day's duty manager is. We will continue to use the 2-way radios, but the ability for any staff member (or third party in the case of TDE or party visit days) to be able to phone the duty manager using a standard number has to be an advantage – an excellent example of the innovative idea and creative thinking item included in the last edition of Sandtoft Scene! Thank you, Richard!

2018 Trolleydays Update

With work progressing well with the restoration of Doncaster 375, it is planned that no.375 will be launched into service on Sunday, 17 June. DO&LRS is planning to have a number of visiting Doncaster-area and South Yorkshire area buses join a display that day of the local motorbuses resident at Sandtoft. 17 June is already a Trolleyday Plus with the East Yorkshire Thoroughbred Car Club holding its rally at the Museum that day: last year, the EYTCC rally at Sandtoft attracted around 100 interesting classic cars and this year's rally promises to be just as well attended. We look forward to welcoming no.375 back as an operational trolleybus after an absence of many years.

A Toy Museum for Sandtoft!

Hopefully, all our readers will have had a chance to visit the Trolleybuses During the First World War Exhibition currently in the Pelham Building: installed in 2014, it is scheduled to run to the end of this season, so please make a point of checking it out if you haven't done so already – it is a very well-presented and informative review of trolleybuses (or tracklesses) 100 years ago.

Having been in place for 4 years, we then needed to look for something to replace it from 2019, ideally something which would be in keeping with the Museum and its period, and with a wide appeal to the visiting public. Our Chairman, Graham Bilbé, has set up various small displays of model trolleybuses, trains, buses and trams over the years, and has now offered to create a vintage toy museum in the Pelham Building. Graham's personal collections includes all manner of toys and childhood memorabilia, the majority by British makers and most dating from the trolleybus era – i.e. from about 1910 to the 1970s and later. It is hoped to include sections on construction toys (e.g. Meccano, Bayko, Junero, Wenebrik and others), dolls and teddies, jigsaws, and many more, including, of course, the obvious toy and model trolleybuses, trams, trains and road vehicles.

In addition, the Chairman of the Hornby Railway Collectors' Association has kindly offered his impressive collection of period Dinky Toys and, what is more, as he lives relatively close-by, in Retford, hopes to round up a few friends to come and help operate a toy train layout on a regular basis, which sounds like fun! Kids, large and small, always love toy trains...

Graham has a huge amount of material to make up a toy museum and hopes to be able to rotate displays from time to time to keep the museum "fresh", but if you have any thoughts on this, or could offer to help with the setting up in spring 2019, please contact him via grahambilbe@sandtoft.org. Suitable display cabinets will be needed, preferably with safety glass, so if you have any laying around...

We feel sure this will develop into a significant additional attraction, broadening the Trolleybus Museum's appeal to bring in a wider section of the public, at the same time complementing the main purpose of the Museum's existence. Watch this space for more details.

Looking Forward: 2019

Thoughts are already turning to next year! 2019 marks the 50th anniversary of the founding of the Trolleybus Museum at Sandtoft, so we need to consider how to celebrate this milestone. A major Trolleyday weekend with as many trolleybuses as possible in use – possibly over the August Bank Holiday weekend – has been suggested, as has a small exhibition dedicated to the development of the Museum over the past 50 years. Anyone with ideas should contact Graham Bilbé or any of the Directors, and, of course, we could do with enthusiastic helpers to make the ideas happen.

Recent Museum Site Work

Disappointingly, continual poor weather – rain, freezing conditions, snow, strong winds and more rain - during what seems to have been the entire winter period has severely restricted the ability to achieve much in the way of maintenance and improvement work on site. The result has been completely sodden grass areas, much of it under water at times, rendering it impossible for the grass to be cut ready for the Easter opening and up to the time this edition went to press. Much essential work will now have to be fitted in between Trolleydays.

A casualty of the weather was some door tracking on the depot. It seems that long-term deterioration of the 40-plus-year-old depot's pre-cast concrete framework combined with continual freezing/ unfreezing conditions to cause some of the concrete to spall badly and the track to drop slightly. Whilst there was no immediate danger, it was decided to remove two of the doors as a precaution pending a survey and the design and implementation of some sort of remedial work.

One job that did get done over the winter was the relaying of paving slabs along the "back straight" to take out many potentially dangerous trip hazards along this pathway – well done John (Whipham) for struggling on with this.

A concerted effort has been made to gather together all the broken asbestos cement sheets etc. that have accumulated over the years and get them taken away by an authorised and registered contractor.

With some undercover storage available on the Burntwood land, the many benches were put into dry storage for the winter and some were given a repaint. They came back onto the main site just before Easter.

The ex-Lichfield cast iron shelter has remained unfinished for some while, basically because one of the main columns was slightly out of plumb due its concrete footing having been too wet when it was installed and a resulting subsidence. The week before Easter, Francis Whitehead arranged for a specialist diamond drilling contractor to carefully drill out the column's concrete surround to allow the column to be removed and re-installed: many thanks to Wayne Crowhurst of Highway Quality Solutions for undertaking this work. Further poor weather has prevented any more progress but it is hoped that progress can be made to complete the installation of this interesting bit of street furniture.

Bob Ashton and Len Smith have continued with the refurbishment and repainting of the telephone box, which has looked very scruffy for some years now.

Painting of traction poles has started again this year: Steve Cox is working under contract to spruce up our many traction poles with most of those in the area of Sandtoft Square now looking very good.

Graham Bilbé has managed to complete some inspection and maintenance of the trolleybus overhead, but the poor weather (and the depot door work already mentioned) during the run up to Easter, when he spent over a week at the Museum, rather curtailed activities on the overhead and he retreated to underneath a trolleybus.

The fire alarm in the main depot has proved somewhat troublesome and a recent inspection by the maintenance contractor identified remedial work that is now required.



Crossing Sandtoft's own Atlantic Ocean (DH)

Easter Eggs in the Rain!

Easter Weekend Report By David Hanchett



The Museum's first opening weekend was at Easter. This year, this feast was quite early. The weather forecasters had been warning for some time that there would be a lot of weather over the bank holiday weekend and there was.

Much Preparation

For the week preceding a number of volunteers braved a damp site to work on the vehicles, grass and buildings to make them fit for welcoming our visitors. Several workers had accommodation in the Burntwood bungalow for the first time. Far more comfortable than the old site caravans. And the former has heating and, ah yes, showers that are in the same building, and not at the other end of the site!

New Opening Hours

Opening on the Saturday set the scene for the new season. We are to welcome guests half an hour earlier than previously. In years past we have found guests queueing outside the reception building half an hour early, eagerly anticipating the attractions within. It has also been noted, that very few visitors if any stay with us after 4.30pm. It seemed logical therefore to open thirty minutes earlier, and close sooner by the same period. The down side of course is that our volunteers have to be on site half an hour earlier, which is quite a lot to ask of those who have to travel a long distance to get to the Museum. Indeed some will have worked until late the night before.

It has to be said, that until it is tried, it will not be known whether it can work! At the end of the 2018 opening season it will be interesting to see whether this concept has proved practical.

Anyway, back to Easter Saturday

It was not surprising that the Saturday weather was cold and damp, with a touch of drizzle from time to time. All the grass around the site was waterlogged, so visitors parked their cars along the front of the depot and the trolleybuses restricted themselves to four anti-clockwise circuits. This made it easy for the driver to lose track of the number of rotations he had completed! The odd fifth crept in occasionally.

Despite the overnight rain, Cardiff 203 and Bradford 792 passed their earth leakage tests well within tolerance, although Bournemouth 297 required a little coaxing before behaving similarly.

A common subject of discussion amongst staff and visitors related to whether buses were fitted with heaters! In early times, they were rare, but on the day, Bradford 792's unusual side panel heaters were deemed to be very welcome!

By 10:45, a dozen or so hardy visitors were riding the trolleybuses, or taking hot drinks in the café. In all honesty, more the latter. After a visit to the Regal Cinema several of our regulars soon commented how much better the new digital projector is. One older visitor managed to give a rendition of the whole of 'When I'm Cleaning Widows' by George Formby, after hearing it in the prefab!

The Isle of Axholme tour bus left with very healthy loads. Always a sign of how large the day's attendance is. It was also a sign that the bus was equipped with heating. As the last visitor left, it became evident that the number of visitors had been unexpectedly high and, not surprisingly the café had been very busy.



Gentle use of the power pedal required! (BA)

Sunday Had a Welcome Twist... and More Chocolate Rabbits

On hearing of our parking problems, our neighbour, Nick White offered the use of his concrete access road for our visitors to park on. This made a huge difference to operations, allowing the Museum to open in almost its normal fashion. However, the weather did limit the number of folk prepared to make the journey and numbers were not as good as on the Saturday. However, many a child's face lit up when given a basket on passing through reception. This receptacle allowed them to collect three brightly coloured plastic eggs whilst squelching around the central arena. This was the pre-requisite for a trade for a chocolate rabbit in the café. Muddy feet were encouraged to stay near the door.

Monday. Ah Yes. Monday. Extreme Scotch Mist

As Sunday came to an end and preparations for the following day were under way, it started to rain. It continued raining pretty much non-stop all night. In some places it fell as snow. When dawn arrived it became evident that our guests would face a very unpleasant, and maybe even dangerous journey to reach us. Not only that but operating trolleybuses

would be pretty much impossible and would do the vehicles no good at all. Consequently the decision was made to remain closed. An email was sent to staff, and a notice placed on the Museum's Facebook page. By 11.00am, the Café was packed up and closed and most of the volunteers were thinking about going home. Those with wet weather gear performed some shunting of vehicles and Jim Sambrooks and Hardy Eichert (a regular visitor and member from Germany) remained to fit Maidstone 72's new wheel bearing.

Thanks To Our Staff

Particular thanks must go to our staff who unselfishly worked to prepare the Museum for opening. To those who parked cars in the pouring rain, sat all day with a hutch full of chocolate rabbits, awaiting new owners, made countless hot drinks, swept water into drains, drove and conducted our vehicles gingerly through puddles, and to a site director who saw his beautiful grass become more and more unusable by the hour, bringing tears to his eyes. And to all our other unsung heroes, who got rather wet in the execution of their duties. Every last one.



Cédès-Stoll Replica Under Construction

Report by Dave Chick

Deep in discussion about hub motors. From the left, Graham Bilbé and Francis Whitehead are in the foreground, Ashley Bruce and Jan Spousta stand at the flipchart, Richard Polak and Jiří Kovář face the camera. (DC)

Great progress is being made in the creation of a full-size replica of the 1911 Cédès with Bayley body which was the first trolleybus to carry passengers in London and spent its working life in Keighley, where it was numbered 0 and later 50.

A meeting was held in Reading in November attended by Graham Bilbé, Ashley Bruce, Dave Chick and Francis Whitehead for Sandtoft Transport Centre Ltd and from the Czech Republic, Maria Guéllaff, Jiří Kovář, Richard Polak and Jan Spousta of the GaMu-led team which is now building the replica. Bruce Lake was unable to attend but was available for consultation by phone.

At this meeting the final specifications for the replica were agreed. Unfortunately there are no known surviving drawings of the vehicle and so the specifications have been deduced from the few available photos and the known size of the wheels.



Laptops and photos at the ready! Left to right, Richard Polak, Jiří Kovář, Maria Guéllaff, Ashley Bruce, Dave Chick, Francis Whitehead (mainly hidden) and Graham Bilbé. (JS)

Ashley Bruce had created a 3D model of the vehicle using CGI software and this allowed the image to be rotated and viewed from any angle.

Both teams have the objective of creating a replica which is as close as possible to the appearance of the original vehicle.

One compromise which has proved necessary relates to the motors. A great deal of time was spent examining the possibilities for having hub motors on the rear wheels only, as was the case with the original. The GaMu team had only been able to find one company which manufactures hub motors suitable for our purposes but it is necessary to have one on each wheel to provide sufficient torque.

After much discussion it was accepted that, although undesirable, it would be necessary to have one motor on each wheel, with the front wheel motors being hidden as far as is possible. In future years it may be possible to reconfigure the vehicle if suitable motors become available.

The vehicle is now under construction and during April a team from the Museum will be visiting České Velenice to inspect progress.

Delivery is expected in about a year's time. Our replica will be able to operate on battery power until we have secured funding for and constructed replica Cédès infrastructure.



The view is of no. 4 between Eston and Normanby along High Street on the new section opened on 31st March 1968, the **last new British trolleybus route**. The date is February 1969. Readers are reminded that when Trolleybuses ran there, that part of the world was in Yorkshire.

Photo by Allen Murray (with permission.)

Cameras at the Ready!

Here come the buses!

Richard Jackson reports on a private visit to the Museum. With thanks to David Pond and Jason Cross for the use of their photographs.

There is always a hive of activity at The Trolleybus Museum at Sandtoft outside of our public 'open-days', and on the 10th March our museum welcomed along a photographic visit organised through 'TimeLine Events'. This group arrange special visits to a multitude of attractions allowing photographers unique opportunities to have [in our case] the whole museum to themselves and therefore arrange line-ups and position vehicles however they desire.

TimeLine had requested the use of two different 'fleets' of buses; London and Bradford. So, we had our London Trolleybus 1348 paired up with our London RT, and also Bradford Trolleybuses 792, 706, and 746. In addition, TimeLine had also arranged for some historical enactors to be in attendance to help add a further touch of historic authenticity to the photographs.



Even though the staff were a smidge miffed with the typical 'northern' weather forecast, as we all drove to the museum though rain showers thinking it would put a 'dampener' on things, it actually worked in our favour! The photographers were extremely keen to gather around the larger puddles and photograph the amazing reflections. I have to admit, knowing the cost of some of the cameras that came, I wouldn't be holding them that close to water myself! Photographing like this is certainly great fun for the staff too, as we all embraced the challenge of 'precision parking'. We really were jiggling the vehicles only inches at a time to line them up perfectly! *Continued on page 16 >>>*







>>> Prior to the group arriving, we did put all the trolleybuses through an earth leakage test (ELT). As we suspected following a winter in the shed, the results were quite high! (ok... that's an understatement). Luckily, Ian Brown & Ian Metcalfe were eagerly in the cabs, so they both spent a happy 15 minutes driving around and around in circles to try and get some air through the bus and burn-off / dry-off any moisture which might be causing the ELT results to be high. Luckily this worked and the vehicles were all scoring within a safe reading to allow us to use them.

The day itself was split into two 'innings', an afternoon photoshoot and then an evening session with the enactors and additional lighting to cast atmospheric shadows, etc. From a personal perspective the evening session was the more exciting, mostly because the buses looked absolutely fantastic when lit-up with floodlights and the warm emanating glow of the soft saloon lighting. Also, the staff all united in the "hunt for the light switch" challenge! Why-oh-why must all the light switches be located in different places on every bus! And that is after you've scoured under every seat to find where the batteries are located. I must admit, I did need to resort to phoning Bruce (our 'Guru' for all issues) to ask where the switch to turn on the head-lights on London 1348 was. As it transpires: they aren't wired up yet! Ian Metcalfe and Mike Johnson also enjoyed a searching challenge to find the saloon lights for the RT. Well-done for finding it somewhere on the rear platform!

Of course, events like these wouldn't be complete without a splendid buffet, and Pam had definitely excelled herself with the delectable array of sandwiches and cakes on offer. Meanwhile, Helen had been busy preparing a delicious "Pizza Buffet" for the staff. We certainly all ate well that day!

TimeLine Events run many different days throughout the year at a multitude of different attractions. We are hopefully that visits such as these to our Museum will become a regular fixture. If you're interested in a day like this, please do visit their website: www.timelineevents.org



Does It Really Matter?



Ahead of this year's Huddersfield event (30 June and 1 July) Philip Jenkinson ponders aspects of Huddersfield trolleybuses in preservation. Some (hopefully all) of which will be in service for the anniversary event.

It's one of the most irritating aspects of trying to preserve something. You do all the hard work, research as best you can, then grovel, scrape, brush, and do all the really nasty stuff that makes it work and when, finally, you wheel it out with pride some twerp comes along with a camera and says you've got it wrong. So I don't suppose I impressed many people by expressing annoyance on seeing a photograph (yes, that's right, I haven't even seen the dratted thing 'live') of the restored Huddersfield 631 and pronouncing it wrong.

Now, in my defence I would point out two things: firstly, it's difficult to get 631 wrong as its appearance didn't change at all during its short working life; and secondly I think criticism of what was a professional repaint is less out of order than if it had been done by a young lad trying to restore something he doesn't even remember.

So who did decide that 631 should have that panel behind the front offside wheel-arch painted silver? It's a phenomenon which appeared only on nos. 635/6/9 after 1966 and therefore a feature of only three vehicles for less than two years. 639 had the more obvious alteration of its front registration on the towing hatch, which made it look most odd to Huddersfield eyes. But during the brief careers of the Huddersfield S7s seven of them, including 631,

never changed at all. Get it right! Or renumber it 636 – now there's an idea which would confuse and confound some people!

Sometimes it's harder than that, though. I recall a fellow coming up to me at Sandtoft and saying the shade of red on 619 was wrong. Since you could stand in the Market Place at Huddersfield in the mid-1960s and tell individual members of the fleet from hundreds of yards away by the shade of red on each one (the cream differed between vehicles as well) I dismissed his comment out of hand. If it looked 'Portsmouth red' he might have had a point – but it didn't.

But getting 619 'right' is a touchy issue. Ever since its initial reprieve I've wanted to see 619 in original condition; not because there's any special merit in its looking 'as new' but because, like all its fellows, it had been brought into line with post-1959 standards and therefore looks superficially almost identical to 631. I refute the assertion that they look the same; anyone going inside especially would immediately notice the difference but from outside I can see what they mean.

619 was a very changeable beast and unlike, say, 622 or 627, didn't change from original to ultimate condition all in one go when it went through works



619 shown in original condition at Deighton (Vic Nutton)

Proving that photos of the back end of buses can be nice is this view of 622 at Fall Lane (Paul Belton)



in 1963. 619 changed slowly, starting in 1959 when it was the first trolleybus in the whole fleet to have a bumper (the back one) removed on a permanent basis. Later that year, in common with the rest of the fleet, its black wheels became red. In 1961 the back panel, which featured a 'stopping' sign with illuminating direction arrows to signal the driver's intentions, was altered to the new style – absurdly so, because the flashing indicators thereby fitted didn't actually flash; they glowed when the semaphore trafficators still fitted at the front were out (a peculiarity shared in the whole fleet only by 609).

Next, in 1962, 619 got the new front panel; the bumper disappeared, the foglamp moved up onto the panel, and the stencilled registration mark was replaced by a proper 'KVH 219' plate. Finally the trafficators were brought into line when it went through the works in spring 1963. It then remained unchanged for the last five years of its life, so that the state in which it was withdrawn from service was undoubtedly the most representative of its life (and therefore the best counter-argument for 'leaving things be'). It certainly never looked as it does now – the original style front panel but with bumper removed is a style worn by 624 and 626 for two or three years around the change of the decade, but of course not with the 'new standard' back end.

I'm told that restoring bumpers and semaphores is more difficult than it looks, and as a person whose practical electrical and mechanical abilities only just run to changing a light bulb with difficulty I am in no position to argue. So 619 remains, for the time being, in a kind of historical limbo.

It might be thought that 541, with a working life of 17 years, would have undergone more changes than 619 but not so. A lot of 541's alterations are the same '1959 standard' as the other two vehicles; red wheels, new-style front panel and accoutrements; flashing rather than semaphore trafficators; and new-style back panel, which superseded an older style than 619's; the signals shone through apertures in a funny little triangle on the offside, below which were a recessed plate showing the registration and a rather flimsier bumper than that fitted to later vehicles. In addition it had little fixed ventilators which were replaced by sliding windows. It came out of the works looking this way in spring 1960.

Prior to this, however, changes had been few. Nos. 541-68 were all delivered without the push-out window at the front of the upper-deck, with double destination indicators over the platform and the fleetname in black letters on the cream band and these features were updated progressively while the vehicles were still quite new.

So – to return to the original question – does it matter exactly what it looks like? In the context of the thing still existing in the first place, probably not. In the interests of historical accuracy, it's nice to illustrate a specific point in time, which 541 does and 619 doesn't – the real benefit of restoring 619 to an earlier state would be to make it look different.

So finally – that silver plate on 631. It's arguable that, had 631 lived to its potential service life it might well have got that feature anyway. Then again it would probably have received the final style of Huddersfield livery, or even West Yorkshire PTE buttermilk and green. Now there's an idea!



627 also in original condition in Byram Street (Tony Belton)



ABOVE

A picture of 626 in the hybrid front-end style currently sported by 619, obviously taken on the first day of motorbuses to West Vale, taken on 10.11.61 – a day later the wires had gone! (Geoff Lumb)

LEFT

The rear of 626 in original condition, going to Lindley but pretending to go to West Vale. (Vic Nutton)



The photographs illustrating this article are from the author's collection.

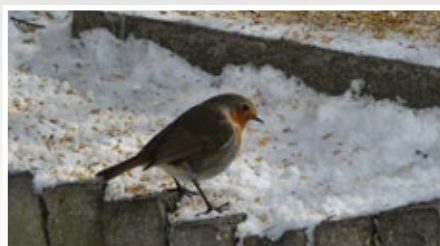
For further reading on the history of Huddersfield trolleybuses a visit to the museum shop should provide: "Huddersfield the Trolleybus Years" by Stephen Lockwood, "Sunbeams and Showers" by Philip Jenkinson and "Huddersfield Trolleybuses" by Stephen Lockwood and Robert J. Harley.

Out of print, but still well worth seeking out, is "The Trolleybuses of Huddersfield" by Roy Brook



The Beast from the East

On 28th February 2018, the Beast from the East came to Sandtoft. Pat and Bob Ashton braved the elements to bring us these photos.



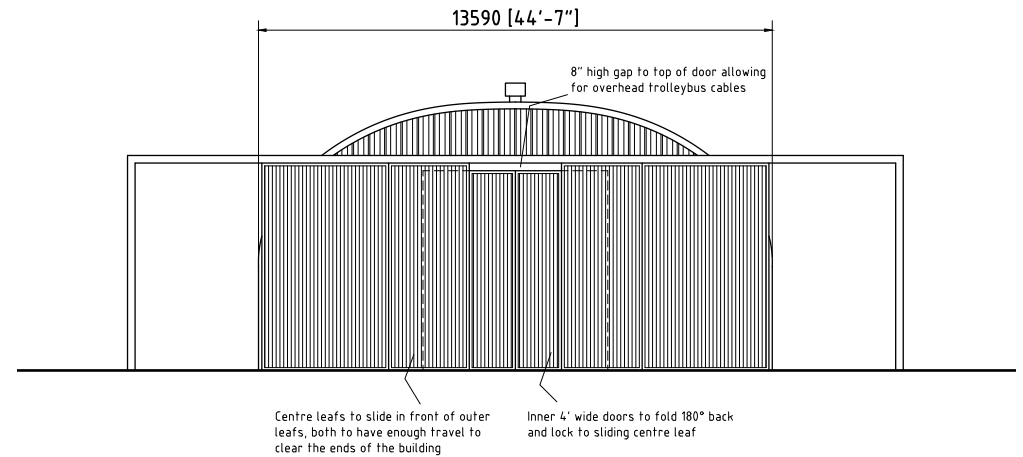
The Proposed New 8-Vehicle Depot Building

The proposed building is to be capable of being both a storage facility for trolleybuses and an exhibition building. It is to be 47'-6" wide, 70'-0" long and 23'-0" high overall (all internal dimensions) made up of pre-fabricated galvanised steel arch sections, insulated (including floor slab), incorporate 6 x skylights, 2 x roof vents, 2 x pedestrian doors, an electric supply for lighting and power circuits and 8'-0" high internal plywood panelling to both sides. The finished level of the floor slab is to be a minimum of 10" above the general surrounding (flat) ground level to reduce any risk of the building being flooded. The concrete floor is to have a smooth float finish. A mesh-reinforced concrete apron extending 30'-0" from the door tracking across the full width of the building and having a 1 in 40 fall away from the building with a lightly-brushed surface texture across its width is to be provided at each end.

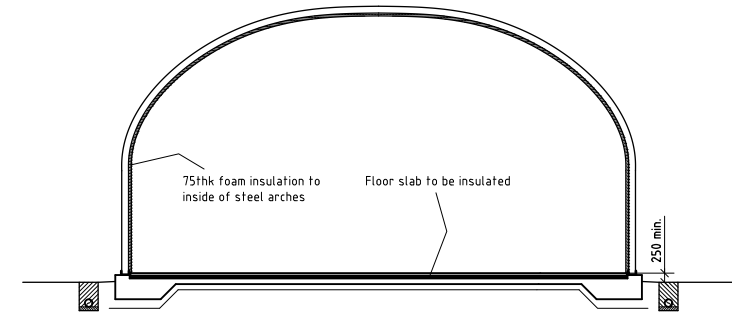
Each end of the building is to have bespoke-designed doors consisting of 4-leaves 18'-0" high, sliding on 2 floor tracks to facilitate access across the full width of the building's ends. The doors are to accommodate trolleybus overhead wiring which will be set either side of the centre line of the building and just below the 18'-0" high door tracking. This is to be achieved by making the two "inner" (or centre) leaves of the door sets part-hinged such that a 4'-0" wide section of each of these leaves folds outwards and 180-degrees back (to be locked onto the sliding portion of the leaf); these folding-back sections are to be only 17'-4" high (i.e. there will be an 8" gap at the top, to clear the trolleybus overhead wiring). A stop device is to be provided in both the top rails and both the floor tracking lengths to prevent all the doors from sliding across the path of the trolleybus overhead wiring.

Note: The dimensions are quoted in imperial units as this building is fabricated in the United States, where imperial units continue to be widely used.

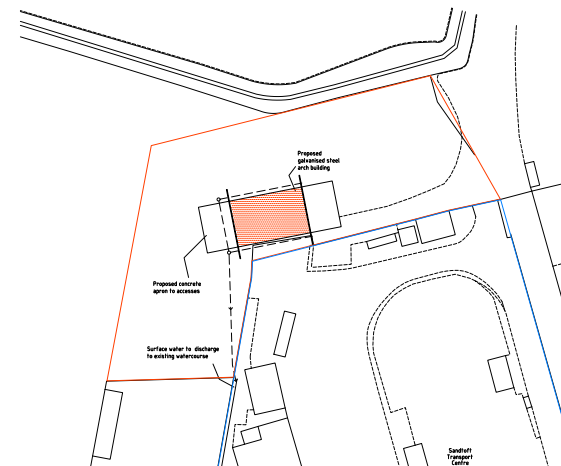
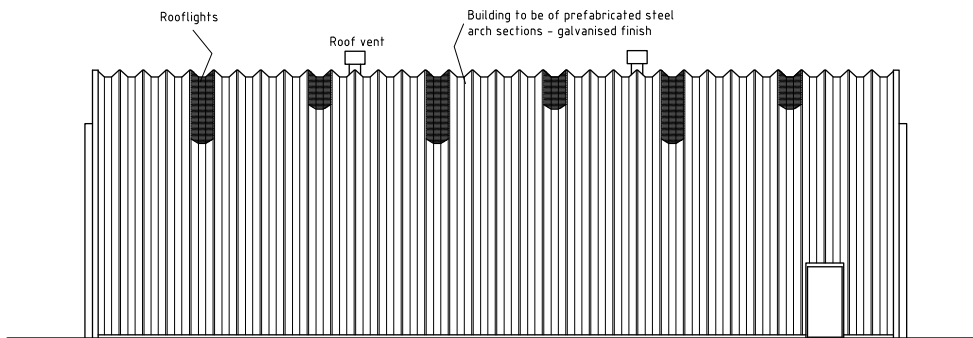
West Elevation



Typical Cross Section



North Elevation



Site Plan – New Building Location

Vehicle Preservation Reports

Contributors: **Bob Ashton, Richard Barnes, Andy Baxter, Graham Bilbe, Jim Sambrooks, Geoff Welburn and Francis Whitehead.**

Maidstone 72

The problem at the end of last season has been positively identified as a seized back hub, this has been stripped down and we are waiting for the parts.

Reading 144

The scope of the work required to properly spruce up no.144 has turned out to be rather more than originally expected. Flaking paint means that much of the exterior paintwork is having to be stripped, whilst inside, new lino is to be fitted on both decks as old age means that the existing flooring is seriously disintegrating. Accordingly, the seats all have to be taken out; in turn (and because in later days the seats in Reading Sunbeam S7s, including no.181, were swapped for seats from the BUTs like no.144), it is likely that one "good" set of seat backs and cushions will be sorted out from what is available between nos.144 and 181 and the balance will be re-trimmed – probably for no.144. Meanwhile, 144's compressor, which has a burned-out motor, is to be sent away for refurbishment.

Doncaster 375

The interior restoration work is reaching its goal. Since he took the views of the seat frames Bob Ashton reports that they are now all in position. The seat cushions are being cleaned and may well be fitted by the time this report is published. A special leather restorer has been tried on an upper deck seat as can be seen in the photograph.

St Helens 387

We have been approached by the North West Museum of Road Transport (NWMORT) at St. Helens for the loan of no.387 to mark 60 years since the town's trolleybus operations were abandoned (30 June 1958). The plan is for no.387 to be at NWMORT for two years with it arriving in St. Helens in time for the museum's trolleybus 60 anniversary event on Saturday and Sunday, 30 June and 1 July 2018. This loan has meant that we are bringing no.387's planned external repaint forward so that the trolleybus, which will be the centre of attention at NWMORT this summer, will be a resplendent ambassador for TM@S. So, in the next few weeks, it will be moved to Rotherham for its repaint and then be towed to St. Helens. Following the loan, we will concentrate on getting no.387 back into service.

Johannesburg 589

Since late June 2017, and before any bodywork is done that will restrict access to the chassis, Andy Baxter has been working on the underside of 589. The nearside/ front hub and brakes have been dismantled, degreased and inspected: with no significant wear found, components were primed and painted silver and the hub and brakes rebuilt, packing the hub bearings with fresh grease. All the steering joints have been found to be serviceable, with no wear evident. The brake chamber was stripped, cleaned and inspected. The only problem found was that the seal had worn, so this was replaced with a new one on reassembly. The front axle beam has been degreased, inspected, primed & painted silver. The nearside/ front spring swinging shackle was stripped down, as there was excessive side-play evident: upon inspection, it was found that there were no shim washers fitted, allowing the swinging shackle to wear a circular trough in the chassis rail. New shims washers have been made to the correct sizes to take account of this wear and the assembly refitted. The nearside/ front chassis rail has been degreased and wire brushed, any rusty areas being treated with rust treatment before being primed and repainted in silver chassis paint. All high voltage cables have been removed from the chassis and the mounting blocks & bolts cleaned and painted and temporarily replaced in position. The nearside/ rear brakes and hubs have been stripped and degreased. Upon inspection, the brake adjusters were found to be seized up and there was a loose brake camshaft bush on the first axle: this has been built up to size using a chemical metal and refitted with Loctite for extra security. All components were then primed and painted silver. The brakes were rebuilt with new oil seals fitted to the brake camshafts, and the hubs rebuilt with new grease. The rear brake chambers were stripped, cleaned and rebuilt, as both were found to be serviceable. Further cleaning has taken place on the nearside and centre sections of the chassis frame, this being rust-treated as required and primed and painted silver. The 1st (i.e. forward) axle differential bowl has been leaking oil around the joint: the differential was therefore lowered from the casing, the faces cleaned, a new gasket fitted and the unit reassembled. New hub cap studs have been made to replace damaged or missing ones on both rear hubs. Andy is now well on with working on the offside, and will report on progress in due course. No.589 has been shunted into the body bay of Ian Barrett's workshop ready for work to the body to commence; Ian is hopeful that this will start during April.

Huddersfield 631

This trolleybus passed its second-year "intermediate" inspection and test during February, so should be available for all of the 2018 operating season.

Walsall 872

Graham Bilbé and Ian Metcalfe investigated no.872's electrical problem in February: in spite of making a minor repair to the operation of the master controller, and cleaning a lot of the contact gear tips, so far, there has been no success in identifying the cause of the defect.

Manchester 1344

Has had its steering wheel refurbished by a specialist firm in Kent and refitted to the vehicle.

South Yorkshire 2450

Richard Barnes and David Longstaff have been working diligently on no.2450: the electronics have been the main focus in an attempt to get the unique thyristor controls to drive correctly. 2450 is meant to have a bespoke test box to go with it, unfortunately that, and some of the paperwork, didn't come to us when the trolleybus did and has gone missing over the years. Richard has been to the GEC archive and has been able to fill in most of the "gaps" in the paperwork. Bruce Lake has also helped with documentation to the extent that the power supply for the control boards is once again working. Using an oscilloscope, Richard and David are doing their best to narrow down all the faults with the thyristors, and are devising charts and checklists to help. Damp has got into the roof box, so there is now a job to be done to make sure there isn't electrical leakage from the overhead supply to the line breaker. An air leak has also been detected on the air piping to the device that lowers and raises the trolleybooms.

Bradford 711

The traction motor recovered a few years ago from this demised trolleybus has been collected from Sandtoft by its NTA owner and moved to the new NTA store near Lowestoft.

Doncaster 22

Many auxiliary parts to the engine have been painted and refitted, the dynamo has had new bearings fitted, the gearbox fitted and clutch coupled up. The radiator is now back in place and filled. 22's first start up and run round the circuit took place on Wednesday 21 February although more work

remains to be completed. It has been re-insured for road use and should be back on the road by the time this is read.

Doncaster 94

An excellent new fuel tank has been made although it has yet to be fitted.

Bradford 558

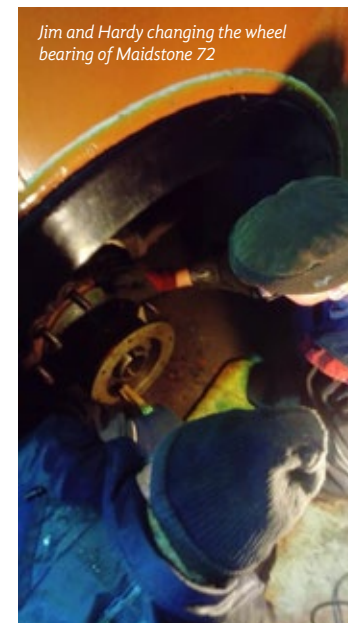
The upper saloon is being prepared for painting, the roof ceiling panels had all being replaced some time ago. An etching primer will be applied when the weather is warmer. Working outside during the rain has revealed some water leaks around the widows an attempt is being made to rectify this problem.

An Easter update

Graham Bilbe reports on preparations for the new season

Huddersfield 541 received attention from an NTA working party on Monday/Tuesday of the week, with repairs to the rear dome panels and various other areas: a brake test has revealed that it still needs some adjustment to get a satisfactory handbrake, but otherwise 541 is now more or less ready to pass out. **Huddersfield 619**, similarly, was brake tested and as always, footbrake was excellent... but as typical on 3-axle vehicles, handbrake effort poor. After greasing/oiling round everything underneath, and adjusting up the rodding to the nearside front driven axle, we think the result will be ok, but ran out of time - and suitable weather - to complete the test, so both Huddersfields to finish testing in May, but all

three are looking to be 'on' for the 50th anniversary event. **Maidstone 72** has received considerable attention to its rear hubs after the rear N/S bearing gave up last year. Jim Sambrooks, Ian Metcalfe and our German Truck-driving member Hardy Eichert have all worked hard to fit the new bearings - at the same time trying to resolve the issue as to why they appear to have been running dry. Further tests were carried out with **Walsall 872** to try to establish where the electrical problem is which occurred towards the end of last season. Bruce having 'jiggled' some cables, the problem seemed resolved and he did three full circuits - no problem - but declared that he still didn't trust it! His caution was well-founded as the next time he tried it, 872 was back to its previous tricks of sticking in first notch... more investigation needed!




Jim and Hardy changing the wheel bearing of Maidstone 72

RUNNING DAYS IN 2018

Open 10.30am - 4.30pm unless stated otherwise

Diesel Weekend & Trolleydays (May Day Bank Holiday weekend) - with many of our diesel buses on show	Saturday 5 May Sunday 6 May Monday 7 May	  FREE BUS
1960s Trolleyday - with offshore radio exhibition; come in 1960s garb!	Saturday 26 May	
1960s Trolleyday Plus - with offshore radio exhibition (come in 1960s garb!) and also featuring a Rolls Royce Enthusiasts Club Show	Sunday 27 May	
1960s Trolleyday - with offshore radio exhibition; come in 1960s garb!	Monday 28 May	FREE BUS
Trolleyday	Saturday 16 June	
Trolleyday Plus - with East Yorkshire Thoroughbred Car Club Rally & the return to service of restored Doncaster trolleybus no.375	Sunday 17 June	FREE BUS
Huddersfield 50 Weekend Trolleydays - remembering Huddersfield's trolleybuses 50 years after operation ceased	Saturday 30 June Sunday 1 July	 FREE BUS
'Gathering Saturday Trolleyday - a preview of 'Gathering Day itself with twilight trolleybus operation, BBQ & real ale beer tent	Saturday 28 July Open 10.30am - 10.00pm	 
Sandtoft Gathering 2018 - 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	FREE BUS
Trolleyday	Saturday 11 August	
Trolleyday Plus - featuring a Jaguar Enthusiasts Club Show	Sunday 12 August	
Reading Trolleybuses - Weekend Trolleydays Plus (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	 FREE BUS FREE BUS
Weekend Trolleydays	Saturday 8 September Sunday 9 September	 
Weekend Trolleydays Plus - with 2-Day Steam Rally	Saturday 22 September Sunday 23 September	 FREE BUS
Trolleyday Plus with Isle of Axholme Running Day & Rally - presented by Doncaster Omnibus & Light Railway Society	Sunday 14 October	
Weekend Trolleydays - and it's Halloween!	Saturday 27 October Sunday 28 October	 
Twilight & After Dark Trolleyday - 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 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