

Sandtoft Scene

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NEWS & VIEWS FROM
The Trolleybus Museum
AT SANDTOFT



Editorial Team

Managing Editor Helen Cross

✉ scene@sandtoft.org

Features Lead Ian Brown

✉ ianbrown@sandtoft.org

Vehicles Lead David Hanchett

✉ davidhanchett@sandtoft.org

Events Lead Patrick Wilkinson

✉ scene@sandtoft.org

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Contacting the Museum

Telephone & Messages 01724 711846

Information Line 01724 711391

Email trolleybusmuseum@sandtoft.org

Website www.sandtoft.org

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

Front Cover Picture

Doncaster 375 was returned to service following restoration on Sunday 17 June (Paul Morfitt)

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The Trolleybus Museum, Belton Road,
Sandtoft, Doncaster, North Lincolnshire,
DN8 5SX. Registered in England
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Welcome

Phew, what a scorcher! Our volunteers are working hard at TM@S in this heatwave to prepare the museum site and our vehicles for the Sandtoft Gathering. Hopefully, local hosepipe bans will not come into force before the 'Gathering and our visitors will be able to enjoy the full range of trolley and motorbuses gleaming in the summer sun. As ever, many volunteers are required to staff our premier event. If you can spare even a couple of hours in the run up to the 'Gathering weekend, and especially on the 29 July itself, please get in touch with Stewart David at stewart.david@sandtoft.org.

In this issue we look back at some of the events held at the Museum this spring and summer, which has seen visits from fairground organs, vintage car clubs, Mood Swings singers and Lindy Hop dancers, as well as the return to service for Doncaster 375 and the operation of all three Huddersfield trolleybuses.

We also look forward to the August Bank Holiday, when we will commemorate the 50th anniversary of the closure of the Reading Trolleybus system. Dave Hall and Jody White's article also provides details of the celebratory events taking place in Reading this autumn.

Please look out for the special appeal for funds from our Chairman, Graham Bilbe, to expand the Museum's footprint. The Museum's plans for expansion are well underway but additional support would help us realise the full potential of a larger site.

Lastly, a special note of thanks to our Events editor, Patrick Wilkinson who is reluctantly relinquishing his post due to other commitments. If you are planning to visit the museum and would like to write up an account for this magazine, please get in touch with us via email at scene@sandtoft.org.

Messages from the Editors



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Urgent Appeal from the Board of Directors

Land Purchase Funds Urgently Needed!

An opportunity has arisen for the Trolleybus Museum to purchase part of TA White and Sons' field adjacent to (and to the west of) "Burntwood" – the land for which the BTS were negotiating up until around three years ago, our interest being facilitated by David Croft's generous legacy. The Board of Directors are agreed that the Museum really needs to secure more land to accommodate visitor parking and other Museum developments in the future.

The situation is made much more urgent by virtue of Messrs. White's confirmed negotiations to sell all of their lands at Sandtoft to a large developer, so their present offer to us is time limited and, perhaps inevitably, rather more costly per acre than we would have wished to pay! With a new landowner and expected industrial development the Museum may no longer be able "borrow" land in the future to support its larger events. The Board believes it is crucial that we act now to secure as much land as we can afford – and what we have in the kitty from the late David Croft will fund just a shade over one acre – about the same ground area as that we purchased 10 years ago.

Please remember – we only have to buy it once! ... and if we don't, we may come to regret it for a very long time...

If you can assist the Museum at this critical time, please contact Francis Whitehead (fwhitehead@sandtoft.org) or by post at the Museum address) in the first instance. Thank you!

Could YOU be our new Company Secretary?

After some 20 years in post as the Museum's Company Secretary, Bruce Lake has decided to retire from this demanding role, but we are pleased to report that he fully intends to continue with vehicle work and other interests at the Museum. Bruce has performed brilliantly in that time, amongst other things leading us through the registered museum and then the more intense museum accreditation process and subsequent renewal, and the recent intricacies of GDPR – all quite apart from the day-to-day correspondence, minute-keeping and other duties of a company secretary.

Bruce will be a hard act to follow, and whilst the Company Secretary position is subject to the normal election process at the AGM in November, the Board are naturally keen to ensure that potential candidates are competent and fully understand the role and legislative duties that come with the post. This is especially important at the present time with a period of expansion and significant development ahead of us, not to mention another museum accreditation renewal that is now on the horizon for 2019.

Consequently, at this stage the Board are inviting "expressions of interest" from anyone interested in taking on this vital role for the Company and the Museum, so that some preliminary discussions can take place before the formal nomination process opens shortly when, we hope, a preferred candidate can be announced.

Good news is that the Board have decided – and Bruce has already agreed – to appoint Bruce for at least one year following the AGM as a "supernumerary" in an honorary, advisory role to help guide his replacement through a transitional period and so that we don't lose his invaluable experience overnight.

Five Star Service



Bruce Lake presents Pam Besser and the café team with their re-awarded 5 star food hygiene certification.

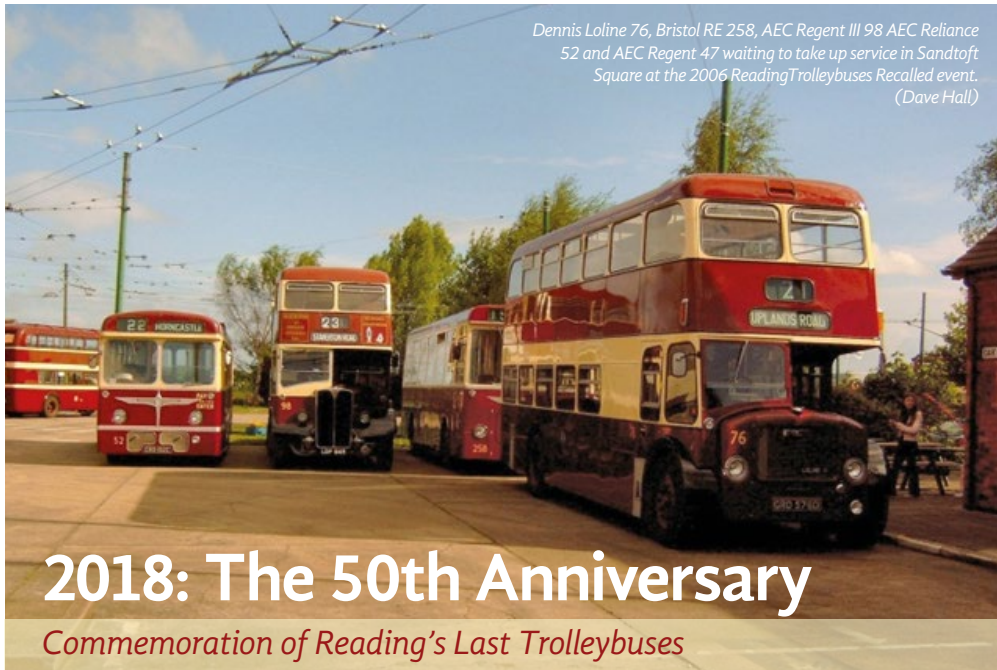
So, what are we looking for?

Essentially someone who works "smart" and can communicate well, is computer-literate, can work as part of a team and can take the lead when appropriate and who has a genuine desire to see the Museum develop and prosper. Ideally, we require someone with a background in company law and administration and who understands the requirements of administering a charity as he/ she will also become a charity trustee. Information on the formal duties of a company secretary and being a charity trustee is available on the Companies House and Charity Commission websites, but of course Bruce has contributed far more than just the formal requirements! It is often the case when advertising roles in voluntary organisations that they are played down, so as not to appear too daunting, but in this instance we make no secret that this will be a sometimes difficult and challenging role, occasionally requiring considerable patience and determination.

If you think you have what it takes, please, at the earliest opportunity, contact Graham Bilbé, Francis Whitehead or Bruce Lake for an informal discussion. Thank you!

New Health & Safety Director Appointed

The Board of Directors is delighted to announce that David Hanchett has agreed to take over the position of Health & Safety Director, and has already started work on various on-the-ground issues such as checking first aid boxes. A complete review of risk assessments and working procedures is long overdue, a process which David should oversee rather than producing entirely himself, so he may well be chasing some of you to write up your relevant work areas – please do your best to co-operate!



Dennis Loline 76, Bristol RE 258, AEC Regent III 98 AEC Reliance 52 and AEC Regent 47 waiting to take up service in Sandtoft Square at the 2006 Reading Trolleybuses Recalled event. (Dave Hall)

2018: The 50th Anniversary

Commemoration of Reading's Last Trolleybuses

This August Bank Holiday weekend, the Museum and the BTS will be commemorating the closure of Reading's trolleybus system. Jody White and Dave Hall tell us how, if it wasn't for a number of committed trolleybus enthusiasts in Reading many years ago, this celebration would not be possible.

The Reading trolleybus system was inaugurated in July 1936, and ran very successfully until its closure in November 1968. By that time, the only UK trolleybus systems that remained were at Bournemouth, Cardiff, Walsall, Teesside and Bradford.

It was in March 1961 that Mike Dare, a local school teacher, set out to save one of the remaining 1939-vintage AEC (Associated Equipment Company) trolleybuses that were being replaced by new Sunbeam trolleybuses. Following the publication of a letter in the local press seeking people who shared his passion for preserving one of these vehicles, 13 people responded and the Reading Transport Society (RTS) was born on 28 April 1961. Initially a local society with the aim of preserving a pre-war Reading trolleybus and a pre-war Reading Corporation motorbus, members joined from around the country and trolleybuses from other towns and cities were gradually added to the RTS collection.

In 1969 Mike, with financial assistance from his mother, purchased four acres of an abandoned WWII RAF airfield at Sandtoft. The RTS, the Doncaster Omnibus & Light Railway Society (DO&LRS), the West Riding Transport Society (WRTS) and the Notts. & Derby Transport Society (N&DTS) joined forces to become founder members of a proposed working trolleybus museum at the Sandtoft site.

As the last of the trolleybus services ceased to run in the UK, the initial 8-vehicle "collection" at Sandtoft grew as additional trolleybuses - some owned privately, others owned by organisations, came to the fledgling museum. Overhead wires started going up in 1971, the same year that the RTS was renamed the British Trolleybus Society (BTS).

Although in recent years the closure of Reading's trolleybus system has been remembered with other events such as "Reading Trolleybuses Recalled" in 2006, 2018 is a special anniversary year - the 50th - and the Berkshire town's trolleybuses are being commemorated at both Sandtoft and Reading.

The Trolleybus Museum at Sandtoft has set aside a special weekend to commemorate the end of Reading's trolleybus operations, presented by the BTS during 25-27 August 2018. If available, all five Reading

trolleybuses in Reading livery will be running at the Museum - a great time for photographs and trolleybus rides! It is hoped that a handful of motorbuses from the Reading area will also be present that weekend with some just on display, while others will be in operation to complement the trolleybuses. All this, in addition to film presentations and many other attractions!

The BTS is also working on plans in partnership with the Reading Museum (and supported by the Heritage Lottery Fund). These plans include:

- an exhibition of trolleybus artefacts - photographs, registration plates, models, and many other items - to be hosted by the Reading Museum from August until early November 2018;
- a booklet, penned by Dave Hall, providing some interesting memories of Reading's trolleybuses - to be distributed free to Reading Museum visitors.
- a free cine film and slide show featuring Reading trolleybuses - to be presented on the evening of 2 November 2018 at Reading Town Hall. Details of how to apply for tickets will be announced on the BTS website shortly <http://www.britishtrolley.org.uk>;
- an ex-Reading trolleybus, no.144, to be parked in Town Hall Square, close to Reading Museum, on Saturday, 3 November 2018 - exactly 50 years to the day since, as Reading's official last trolleybus, it ran a ceremonial journey from Mill Lane Depot to Tilehurst and back;
- a heritage Reading Corporation motorbus, Regent III No.3, will be operating free trips to former trolleybus routes in the town on Saturday, 3 November 2018



The five preserved Reading trolleybuses in Reading livery are lined up in Sandtoft Square at the same event in 2006. (Dave Hall)

Also, Reading Museum will be hosting the launch of Dave Hall's completely re-written second edition Trolleybooks publication Reading's Trolleybuses - which promises to be a very good read.

Two further parts of the HLF-funded project will involve Dave Hall recording memories of former trolleybus crews and maintenance staff who worked on Reading's trolleybuses, with these recordings being kept for posterity in the Reading Museum archive, and a DVD being produced for distribution to all the schools in Reading, featuring footage of Reading trolleybuses in service as well as preserved examples operating at Sandtoft, and highlighting the environmental benefits of trolleybuses.

This year promises to be an exciting time for all trolleybus enthusiasts with the Reading 50th anniversary. Lots to do and lots to see, both at our Museum and at Reading!



Line-up of all Reading trolleybuses and motorbuses attending the 2006 event. (Dave Chick)

Back on the Buses!

by Paul Morfitt

On Tuesday 3 May 1988 at the tender age of 17 after two weeks of training along with 11 others, I started my career "on the buses" as a conductor with East Yorkshire Motor Service after they introduced the London Transport Routemaster's to the busy 56 – Longhill Estate service within the City of Hull. From here on I spent 2 full years on the platform before leaving to become a driver with Kingston upon Hull City Transport. It was one of my favourite jobs in my 30 year career in the bus industry, the RM is a superb vehicle to work on and they were extremely popular for many years in the city.



Paul Morfitt conducting his favourite trolleybus, Bournemouth 297

Almost 30 years later on Saturday 31 March 2018 I would find myself back on the platform, however this time it would be on a trolleybus, none other than Bournemouth Sunbeam MF2B 297, one of my most favourite vehicles.

You will know from a previous edition of Sandtoft Scene my story so far with the museum, my personal mental health issues that I am always open about, my time helping out with Tony Ferris and John Whipham around the site during the winter months which is always with my trusty sidekick, my youngest lad, Harvey. As I said in that edition, I am extremely keen to do as much as possible, from grass cutting, vehicle preparation, maintenance and to join the traffic team to become a conductor and then hopefully to fulfil my dream of becoming a "motorman".

And so on that final day of March I arrived at the Museum to be greeted by Stewart David and David Hatchett who ran through the basics of what is required to be a conductor. I said from the off that as far as I was concerned I was a beginner, just because I have done something before does not mean you can come with the attitude you can do it with your eyes closed! Once I had gone through the formalities I took to the platform with David and we set off on our first trip. However it was not to be the normal way of doing things as sadly due to the heavy constant rain we had been having for weeks on end, the visitors cars had to be parked in front of the depot so we were only able to operate a one way loop on the inner circuit all day but despite this the day went well, a very busy day for the first day of the season and all went well. It was like I had just done it the day before once I got started the only main differences were watching the overheads and of course pulling the frog!

The following day, David had other duties so Stewart put me with Patrick Wilkinson but today we could do the proper circuit so it was nice to finally do all the frog work including the auto-frog which we were lucky enough for it to work on every trip we did. The three vehicles in service on both days were Bournemouth 297 (my favourite), Bradford 792 and Cardiff 203, all of which are very different to work with. 792 out of the three was not my cuppa to conduct as to me, the open rear platform is how it should be, but as it was a very cold weekend, it was nice to have the warmth of this vehicle!

The highlight on one of our trips on Cardiff 203 was a dewirement coming back into the terminus, the poles jumped through the crossover at very low speed, no damage done and we soon had the poles back on. After a few more round trips, Patrick was more than happy to have Mike Johnson on board to give me my assessment, again this was on

Bournemouth 297, all went well and he was more than happy to pass me out as a fully fledged conductor! Not long after, Stewart issued me with my "T-Key", my whistle and of course my badge, Sandtoft Conductor 518 which I proudly attached to my KHCT uniform along with my PSV conductors badge (BB 74392) from my days at EYMS. From here on I was on my own and made quite a few trips around for the rest of the day, in fact on the first trip on my own we made a stop at the bike shop to pick up two hooligans in uniform who had legged it across the field, they hobbled on board and kept quiet so they were not too bad!

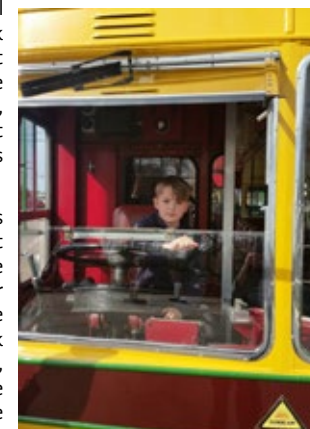
Sadly on Easter Monday we were unable to open due to the waterlogged site, the bad weather had won but it would only be two more weeks until I was back on the platform again for the Fairground Organ weekend, again another busy two days, this time as well as my favourite 297, we had Manchester 1344 and Huddersfield 631 out to stretch their legs, both of which are a pleasure to conduct on. The only issue we had on the Saturday was that our drivers struggled to hear the bell signals due to the loudness of eight organs all playing at the same time, in fact driver Richard Jackson was that startled at times he went around 5 times!!! It all added to the fun of the weekend!

So after 30 years "on the buses" I have come full circle, I have another 20 years to go all being well but now with my museum work too, it's all most enjoyable. I said in the previous edition that the museum has done so much for me personally in such a short time, it truly is my little sanctuary, a place to escape from the mad world we live in at times, it may be small, it may only have a small team of people but those people are all "real" and they are a great help in ways they will never know!

Becoming a trolleybus conductor is a dream come true, it must have been a fantastic job back in the heyday of trolleybus operation in the UK, to do it in my home city of Hull must have been a dream job, hopefully next season I

would dearly love to move up front to the "motorman's" seat and that truly would be the icing on the cake for me so fingers crossed, that could become a reality, one I would be proud to do!

I must finish by saying a huge thank you to everyone at Sandtoft, you have welcomed not only myself, but Harvey too with open arms. Our days when we came to clean up the Reading vehicles as well as the running fleet has really made him one happy little lad, it's great to have him with me out in the fresh air being "hands on" rather than him sat at home on his Xbox with his brothers, so thank you all so very much, it is an honour to be a part of the team!!



Harvey posing at the helm of Bournemouth 297



When Wellington met Optare

On 27 March 2018 there was a photo shoot with a brand new Optare bus and the museum's Wellington trolleybus. Tranzit Group, one of New Zealand's largest public transport operators, had placed an order for 114 Optare Metrocity buses, to operate in New Zealand's capital, Wellington, and the surrounding region with the first to be delivered in March 2018.

Photographs courtesy of Optare.



Talk about teamwork!

We are delighted to report that a resplendent St. Helens 387 was put on display at the North West Museum of Road Transport (NWMORT) in St. Helens on 30 June to mark the 60th anniversary of the closure of the trolleybus system in the town.

A very grubby 387 was extracted from the Sandtoft depot before the Museum opened for the May Day Bank Holiday weekend. Ian Metcalfe washed its exterior and checked it out ready for its tows to Rotherham (for its repaint) and onward to St. Helens. Francis Whitehead cleared the interior and washed down the ceilings, window frames and sides, seats and staircase. It was then moved onto the hardstanding off the workshop road to await its initial tow, where Dave Chick photographed all the signage for new vinyls to be made (regrettably, no original transfers being available). Meanwhile, "our man in St. Helens", Geoff Sandford, had determined the manufacturer and paint colours used on other Corporation buses so that Darren Sentance (our coachpainter) could order the required paint.



387 preparing to depart. TM@S

In compiling a schedule for the manufacture of the vinyls Francis identified a significant snag – our Scunthorpe supplier couldn't make the coats of arms or the two large side "St. Helens Corporation" flashes due to the limitations of its equipment. Urgent telephone conversations with Geoff Sandford revealed that fortuitously, NWMORT could source these items from their regular supplier and could put them onto 387 when it arrived at St. Helens. In hindsight, this was good as it meant that these prominent features of St. Helens Corporation buses would be faithfully copied on 387.

387 was moved to Rotherham on Saturday, 2 June and Darren immediately set to with rubbing down the old paintwork. Unfortunately, he quickly discovered that the panels had oxidised and that most of the surfaces had to be sanded down completely. Nonetheless, by 22 June, it was just the black lining out to do and lettering to apply. One interesting discovery was that the centre part of the roof was painted grey: scrutiny of period photographs confirms that this is correct, so this has been reproduced with the new paintwork.



After its repaint, just delivered to NWMORT

With 387 ready to go to St. Helens by Monday, 25 June, it suited all parties to do the move the following day and a smart 387 arrived in its home town and old Hall Street depot at around 3.00pm. The next couple of days saw Geoff Sandford and helpers give the interior an in-depth clean and the windows a good polish. The coat of arms was applied to the front panel and the St. Helens Corporation fleet name with coat of arms to the sides: the trolleybus was ready to be presented to the public!

Our deep thanks to everyone concerned in this project – Geoff Sandford and the board and enthusiastic members at NWMORT, our towing crew, Alex Proctor who liaised with SYTM and arranged to get items to Rotherham, John Espin Signs, various TM@S members (you know who you are!) and, of course, Darren and his assistants for undertaking what has turned out to be a brilliant job despite difficulties on the way and a tight timescale.



Fairground Organ Trolleydays

Although fairground organs have performed at the Museum before this was the first event to feature them as a prominent attraction.

The Fairground Organ Preservation Society was founded in 1958 and we were honoured to be chosen as the venue for the organisation's AGM in its 60th anniversary year. The Society is dedicated to the appreciation and preservation of the fairground organ and other related mechanical instruments, and their music.

The high water levels which had affected the Easter Trolleydays remained a problem in mid-April following continuous rain and so on Saturday the visiting organs were set up outside the depot and the trolleybus service was restricted to the inner circuit. However, the Society was able to erect its marquee for the AGM at the southern end of the centre grass. Around 90 FOPS members attended on this day.

Whites kindly made some of their land available for parking on both days so that visitors were able to park on hard standing.

Sunday was a quieter day in more ways than one, as FOPS moved on to an event not far away in Thorne, although we still had two organs playing at the Museum. With the depot frontage

freed up trolleybuses were able to run in both directions. Bournemouth 297, Huddersfield 631 and Manchester 1344 ran in service on both days. Visitors came from far and wide, some living in northern Scotland and others near Land's End, while from outside the UK we hosted families from India (which we think is a first for us) and New Zealand. Visitors are often surprised at the distance our volunteers travel to help at the Museum and this weekend the traffic team included David Bowler, who travels from Switzerland to volunteer, as well as Dave and Norma from the Isle of Man. Dave tackled some of the electrical work required around the site.

One of the rewarding aspects of working in Reception is that so many departing visitors tell you how much they have enjoyed themselves. This weekend was no exception and I think that a lot of our FOPS visitors will be back for private visits.

Reception also provides some amusing moments. When one of our regularly-visiting families arrived one of the three children signed the whole family in on the members' register. He protested when his mother amended her entry so I had a look and there in the "Name" column I saw that he had written "MUM"!



1960s Trolleydays

Following the success of the British Trolleybus Society's 1960s-themed weekend last year we used the Spring Bank Holiday to stage another tribute to the last full decade of UK trolleybus operation.

On all three days a pirate flag bearing the message "Prepare to be Boarded" flew above the "Skeggy" building while it housed the "Pirate Memories" offshore radio exhibition. This comprehensive display, remembering Radio 270, Radio Caroline and the many other stations which were the true birth of UK commercial radio in the 1960s, included photos, posters, information displays and recordings. It proved very popular and several visitors arrived wearing pirate radio tee shirts. Our thanks to Bob Ashton and Chris Dannatt for providing the exhibition and sharing their knowledge and enthusiasm with our visitors. >>>



Sunday was a particularly lively day, with the Rolls Royce Enthusiasts Club Show resulting in more than thirty vintage Rolls Royce and Bentleys on display on the centre grass and taking part in drive-pasts and line-ups with the trolleybuses.

Throughout Sunday we also had the Mood Swings singers and the Lindy Hop dancers performing in the “D” at the north end of the centre grass. The singers performed a wide variety of sets from their repertoire of songs from the 1940s, 1950s and 1960s and each time attracted visitors to watch, listen and join in.

The four trolleybuses in service over the weekend had 1960s connections, all being withdrawn in that decade (London 1348 in 1961, South Shields 204 in 1964 and Nottingham 506 in 1966) apart from Wellington 82, which was built in 1963.



16 & 17 June

Weekend Report by Paul Morfitt



Our open weekend for Saturday 16 and Sunday 17 June was to be just a little bit extra special for many of us here at the Museum, for some it was very personal too! The Saturday itself was a fairly quiet day, the sun shone down on us all again and the three vehicles in use, Bournemouth 297, London 1348 and Nottingham 506 certainly added a great selection of beautiful liveries as they passed by the tree's and flowers blowing in the summer breeze but it was to be Sunday which would be a day to remember.

Our friends from the East Yorkshire Thoroughbred Car Club came along to join us for the day bringing with them around 70 classic cars dating from the 30s through to the 70s, an absolutely beautiful selection indeed and they all looked stunning sat on the centre grass bathing under the crystal clear blue skies. The highlight of the day however was the re-launch back into service after many years of restoration work by the Doncaster Omnibus & Light Railway Society of Doncaster Corporation Transport Karrier W 375. Shortly after lunch our wonderful (and slightly nervous) old friend Bob Ashton stood proudly in the Sandtoft Square as Alex Proctor slowly pulled up behind him with the stunning 375. After a short speech from Bob, he cut the ribbon in front a great crowd of visitors who all gave a huge round of applause as Alex pulled 375 forward onto the stand ready to operate it's first passenger journey with many camera shutters clicking away!

A full load soon jumped on board and with Alex still at the helm, 375 pulled away with myself conducting downstairs & Mike Johnson on the top deck, Bob & Pat had taken up their seats in the lower saloon and both had beaming smiles as we set off, and yes Bob, I think I did see a tear in your eyes!! After our four trips around the circuit we pulled back onto the stand and unloaded a very happy and impressed bunch of passengers.

For a short while we were unable to do another trip as we had spotted one of the rear tyres under a full load was a little low, so 375 was taken over to the workshops to have a bit of air blown into the tyre as well as the other five being checked! The pole changing by myself outside the shops and the engineering work being done at the workshop added to the “day to day” running of any trolleybus operation back in the day and our visitors seemed to enjoy the action and again the photographers were making the most of the action!

After half an hour, 375 was all “pumped up” and was back in action taking on many more full loads, the hard work by the restoration team had really paid off, 375 looked stunning both inside and out and gave such a smooth ride too, an absolute credit to each and every member of the team involved in a great deal of painstaking restoration work!

Later in the afternoon we had a bit of “interaction” with both the trolleybuses and around a dozen of the classic cars all running around at the same time. It is always great to see many trolleybuses running at the same time at any time but to see many of the beautifully restored cars from the 50s & 60s passing by just as they would have done during the heydays of trolleybus operation makes everything so realistic. This is always popular with the photographers so long may it continue!

So another great weekend was had by all, I felt rather honoured taking charge of 375 on its first trip in many years, being the “new boy” I did not think I would get the chance so it was very special!

Doncaster 375 Rides Again!



Bob Ashton explaining all the hard work that has gone into returning 375 to pristine condition



Outside the workshop 375 is about to enter centre stage



Alex Proctor carefully positions 375 ready for the launch



Bob cuts the ribbon



Loading the first passenger journey



Pat and Bob Ashton enjoying the first service run

Huddersfield Anniversary Weekend

30 June - 1 July

Report by Mike Johnson

Huddersfield Corporation Transport Department began withdrawing trolleybus services during their final day, steadily rather than abruptly, on 13 July 1968.

The museum chose to remember this over the weekend of 30 June and 1 July and the engineering team rose to the challenge of ensuring all three Huddersfield trolleybuses were operational. >

HUDDERSFIELD CORPORATION TRANSPORT
SOUVENIR TICKET
ISSUED TO COMMEMORATE THE 35th ANNIVERSARY
SINCE THE END OF TROLLEYBUS OPERATION ON 13th JULY, 1968
SANDTOFT TROLLEYBUS MUSEUM
FAREWELL TO THE TROLLEYBUSES
35 YEARS OF SERVICE TO HUDDERSFIELD
1933 - 1968





The slightly nerve racking earth leak tests were passed enabling us to operate 541, 619 and 631. 541 (1947) is on a Karrier chassis, 619 (1957) is on a BUT chassis whilst 631 (1959) is on a Sunbeam chassis. They all have distinctive platform step arrangements and are all three-axled vehicles. Somewhat restrained by our site, these powerful workhorses, at almost ten tons and with no power-steering, are the embodiment of Northern robustness and still performed beautifully, in 2018.

Their home-town history was clearly seen on the Huddersfield trolleybuses film showing in the Regal Cinema.

During each day there were opportunities to ride, view and photograph the trio as besides service runs, we operated all three travelling simultaneously with two separate line-ups, one being side-by-side across Sandtoft Square and the other on the main-line opposite the depot. The power tripped occasionally keeping up with the trio, but the sun shone!



Visitor numbers were very encouraging on both days with a variety of people ranging from the curious, the nostalgia seekers, and the expert photographers requiring a precision image.

Thanks to all the staff who voluntarily gave of their time and expertise and to the owners of the three vehicles.



Lights, Camera, Action!

Words and photos by Richard Jackson

On Saturday 30 June, the Museum invited professional photographer Peter Sharp to help us update our library of publicity photographs. After a busy and productive day we captured a photographic record of nearly every aspect of Sandtoft life.

Even though the sun was baking, and the trolleybuses were heating up like greenhouses, our photographer Peter Sharp donned an impressive array of equipment. With a car boot full of camera lenses, lighting equipment, and many tripods and monopods we knew that there was nothing we couldn't photograph.

All our staff fully embraced this project, and with our most photogenic staff queuing up to become the new 'Face of Sandtoft' we weren't short of assistance. We had even persuaded a family to come along too as models.

Working together, Peter Sharp and Richard Jackson had composed a lengthy list of shots which we aimed to cover. Some of these were staged photographs e.g. Café and TDE themed pictures, and others were spontaneous photos taken throughout the day. With the co-operation of Traffic and Engineering staff, we had even got extra vehicles out to ensure that we took full advantage of the day. We had Nottingham 506 out especially for us to use.

As Peter is a regular member of our Museum, he was used to photographing buses from the comfort of the kerb. However, the shots we desired required rather more dexterity than his normal pictures. This was especially true when capturing a photo of Tim Stubbs painting the cab floor of Rotherham 37. Peter had a rather narrow gap to lean through with his camera, flash-gun, reflection screens and himself! – tricky enough to do without all that equipment!

Our two youngest models, Luca and Harvey, also seemed to enjoy themselves. They were granted a rare opportunity to spend time in many bus cabs, go behind-the-scenes, and get the full Sandtoft VIP treatment. This was especially true when we visited the cycle shop: Janet and Don were more than happy to allow our young models a chance to ride the bikes whilst Peter hurried around behind them with a camera.

These photographs will be invaluable in developing new brochures, leaflets and the revamping of our website. This project is ongoing, and we'll continue to add more photos into our collection as the season progresses.

Special thanks to Peter Sharp Photography for all his help with this project, the Philips family and Harvey Morfitt for modelling for us. All their help has been offered voluntarily.



Sandtoft in 1978

Andy Thornton looks back on his introduction to the Museum 40 years ago...

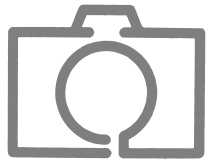


I had become aware of Sandtoft by early 1978. Hopes to visit the 1978 Gathering were dashed by a family event. Everyone who attended the Gathering that year remembers it as being very wet! I certainly noted the heavy rain in Nottingham that day.

Returning as a volunteer in July 1979, I did some work (car park duty) at the 1979 Gathering. September being my first ordinary running day. In typical fashion, the suggestion of doing some conducting was only made on the Sunday morning...

For subsequent events I was more appropriately attired. Nottingham 802 was running around, including standing on the workshop road, before the majority of it was concreted. Nottingham 578 had emerged from the workshop after painting and was on test.

These photographs were taken on an old Kodak, 'Instamatic' camera.



Pride Sharp Photography
(Colouring the Rainbow)



Peter R Sharp
Owner & Freelance
Photographer

07597 562019

pride_sharp@prsharp.me.uk

[f Pride Sharp Photos](#)

Museum Privacy Policy

An update from Bruce Lake

You will probably have come across the new General Data Protection Regulations (or GDPR for short). We need to modify our Privacy Policy and take action on the data we already hold. We are changing our policies and procedures to satisfy the regulations, which came into force on the 25 May.

The most important changes include:

- We set out what types of information we collect, when, and detail what we use your personal information for
- We explain when others may be able to see your information
- We include information about how long we keep personal data for, how you can find out what personal data we have about you, and how to request details of what we hold, or have it corrected.

We have created two privacy policies – one for general applications, the general public and visitors, and one for members and volunteers. These policies are available to view or download from our website www.sandtoft.org/about-us and www.sandtoft.org/members-page. If you don't have access to the internet and would like a printed version of either policy, please contact Bruce Lake at the Museum address.

As part of this, a review has been undertaken of the members and staff email rings to check that all recipients are comfortable in continuing to receive these, and, of course, allow us to maintain your email details in order to send it out.

If you want to continue receiving these emails and have not already done so, you need to send an email to brucelake@sandtoft.org stating that you agree that we can retain your email details for the purpose of sending out members emails. You also need to do the same for the staff email ring. These can be done in the same email.

If we have not received an email agreeing to the Museum retaining these details, your email address will be deleted from the list and you will no longer receive these emails.

The Trolleybus Museum will not supply third parties with your details. At any point in the future, you can ask for the information we hold about you to be corrected, updated or deleted by contacting the Company Secretary. Under other legislation we need, as detailed in our privacy policy, to retain certain data.

No doubt there will be teething troubles with this massive change, which applies to almost all organisations in Europe, but it shouldn't take too long to get itself sorted out, hopefully.



Cedes Replica Progress Report



The group during its tour using České Budějovice's historic Škoda 9 Tr. Left to right are Ashley Bruce, Graham Bilbé, Bruce Lake, Jan Spousta and Dave Chick. All photos by Dave Chick except where shown.

Next year a brand new trolleybus will be delivered to the Trolleybus Museum at Sandtoft, although it will look more antiquated than our oldest trolleybus. Here we look at the developments since the last edition of Scene was published.

The Czech Republic is an ideal country for UK trolleybus enthusiasts to visit. Thirteen towns and cities operate trolleybuses (and this month they have been joined by a fourteenth as we will see later). Many of the operators own historic vehicles which they operate during the summer, there is a thriving trolleybus industry, Czech people tend to take a pride in their trolleybuses and there is a strong enthusiast movement.

It is also where our full-size replica of the 1911 Cedes trolleybus with bodywork by E.H. Bayley is being built, and so when the Museum's Cedes Project Team visited our Czech counterparts we spent a few days there to see some modern operation as well, travelling out on 19 April and returning on the 25th.

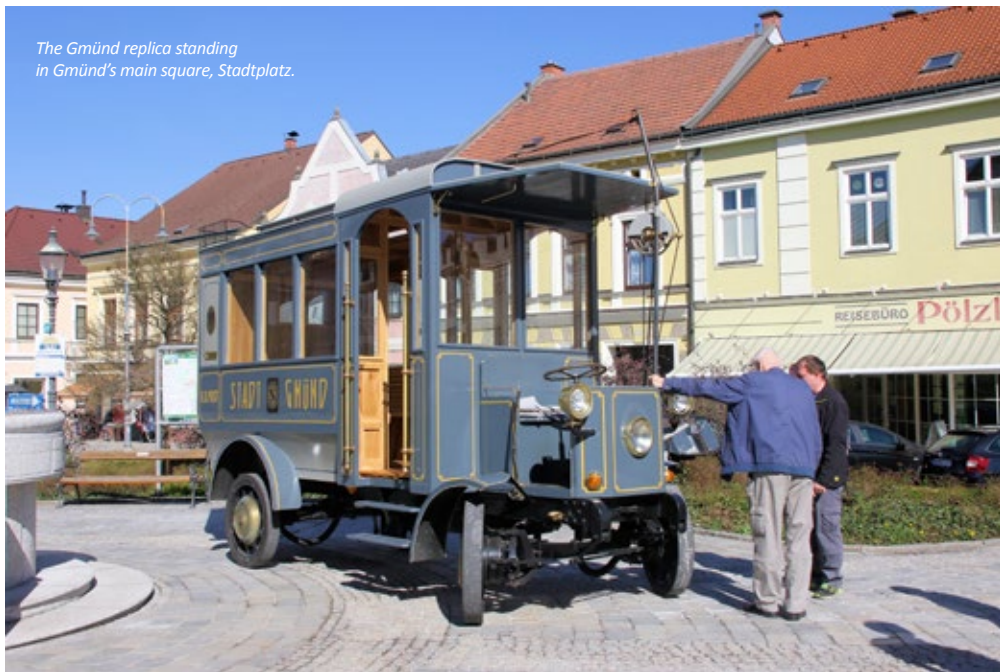
I was joined by Graham Bilbé, Bruce Lake and Ashley Bruce and on the first full day in the country we had

an early departure from Prague with Jan Spousta, who drove us to České Budějovice, home of the Budweiser brewery. (That's Czech Budvar, not American Bud!)

In the days of the Austro-Hungarian Empire České Budějovice was known as Budweis. The city's first trolleybus operation opened on 26 October 1909, with two Cedes-Stoll vehicles running on a route of just over 1 km. This system closed soon after the start of the First World War and trolleybuses didn't return until a new system opened on 28 October 1948 but that was also short-lived and closed on 23 September 1971. On 2 May 1991 the city's third system opened and this has been thriving and growing ever since.

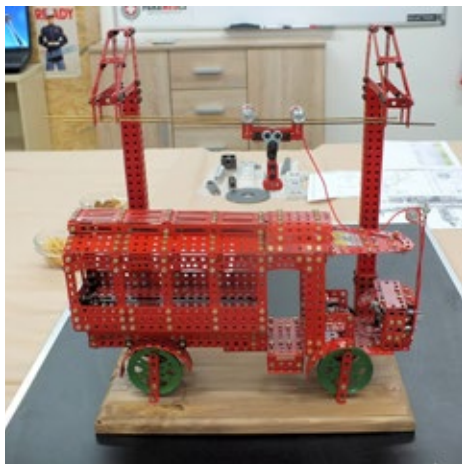
We were met at the depot by Radek Filip, the Head of operator DPmCB's Traffic Department, who kindly gave us a tour of the depot, workshops and control office. We were then treated to a tour of part of the system using the operator's historic Škoda 9 Tr, which was evidently the pride and joy of the workshop staff who look after it! This 9 Tr formerly ran in Plzeň and out of more than 7000 of the type to be built is the only one ever converted to run on a 750v system.

>>>



The Gmünd replica standing in Gmünd's main square, Stadtplatz.

After this we travelled to České Velenice to meet up with the Czech members of the project team. Our host was Jiří Kovář, who, apart from being the instigator of the original replica project and project managing the building of our replica also owns the Konsul hotel and restaurant and the local museum, GaMu, which is housed in the same building.



A model of a Cedes-Stoll trolleybus made of Merkur, the Czech equivalent of Meccano. Photo by Jan Spousta

We were also joined by Jiří's son, Vít, and team members Jan Kopeček and Richard Polák. Together we reviewed the specifications and dealt with queries which had arisen since our meeting in Reading last October. Bruce had been unable to attend that meeting and so it was particularly valuable that he was able to meet Richard to discuss the vehicle's electrics.

With the day's business completed we had a lovely meal at the hotel followed by a stroll across the border to Gmünd in Austria where we had puddings and wine.

After breakfast on Saturday the replica Gmünd Cedes appeared outside Hotel Konsul and we were taken the few hundred metres into Austria again. The border was introduced when the new state of Czechoslovakia was founded after the break-up of Austria-Hungary at the end of the First World War. Until then the southern part of České Velenice had been part of Gmünd.

The replica parked up in Gmünd's main square, Stadtplatz, which was the terminus for the trolleybus service which ran from 1907 until 1916. A trolleybus stop sign remains on a wall in the square, one of the very few tangible reminders anywhere of Cedes-Stoll



The original trolleybus stop which is attached to a wall in Stadtplatz. Photo by Gunter Mackinger

operation. While our party sat enjoying ice creams in the sweltering heat the replica attracted a stream of admirers.

Our trolleybus tour then continued along the original 1907 route, through the border post that was made redundant when the Czech Republic became part of the Schengen zone, and back to České Velenice, including a stop at the station where again the replica attracted the attention of passers-by, including a group of cyclists who diverted from the main road for a closer look.

We said farewell to our Czech colleagues and Jan drove us back to Prague, where the four of us from the UK caught a train to Hradec Králové where we were to spend three nights.

Hradec Králové has had a trolleybus system since 1949 and between 2010 and 2012 completely renewed its trolleybus fleet with 18 12 metre Škoda 30 Trs (two of which have auxiliary diesel engines) and 13 articulated Škoda 31 Trs. This year the fleet will be expanded when another nine 30 Trs arrive, although like many trolleybuses being built now they will be equipped with powerful battery drives which will allow them to operate at normal speed



Pardubice Škoda 30 Tr no. 335 at the new terminus at Ohrazenice, which opened on 4 March.



One of Hradec Králové's Škoda 31 Trs, No 69, emerges from Puškinova to negotiate a roundabout with a large artwork from which the trolleybus overhead is suspended.

away from the trolleybus overhead for distances of up to 15 km. The batteries will be charged while the vehicles are attached to the overhead, a process known as In-Motion Charging.

On Sunday 22nd we took the train to nearby Pardubice, where the trolleybus system opened in 1952. 54 trolleybuses of six different types are operated, although because this was a Sunday the older vehicles were all in the depot. On 4 March this year two of the trolleybus services were extended so we were able to see brand new overhead wiring in use. A batch of 15 new Škoda 30 Trs had started arriving during the week before our visit and have all now entered service, which has probably spelled the end of the high-floor Škoda 14 Trs which date from the 1990s.

On Monday we were back in Prague, this time because Jan had confirmed that three public journeys would operate on the city's experimental trolleybus line. Over the last few years Prague has tested several types of battery bus and last October installed trolleybus overhead on a steep hill and hired a battery-equipped SOR trolleybus to test on it. The vehicle uses a charging point for an hour before running to the starting point for the overhead. The driver presses a button and the booms are raised, with a funnel on the overhead to direct them on to the wires. It then speeds up the hill and when it is close to the top the booms are lowered, again at the touch of a button, and it starts off again on battery power. At this stage it is still ascending a steep incline and the loss of power is noticeable, but most of the rest of the 4km of route is flat. On the return journey the vehicle's regenerative braking feeds power back through the downhill overhead section. >>>



The chassis frame for our Cedes replica is seen at the Mosled factory on 13 June.

The trial has been successful and as a result the motorbus service in this area is to be converted to trolleybus operation. More overhead is to be erected and fifteen articulated trolleybuses ordered. Prague last operated trolleybuses on 16 October 1972, but the trial line became a public service on 1 July this year with the trolleybus running an hourly service. The vehicle being used at the moment is one of the Škoda 30 Trs which is part of the Hradec Králové order.

Progress on Cedes Replica

As I was in the area again in June, Jiří arranged for me to see the progress being made in constructing our replica. On 13 June he and Vít took me first to the Koran s.r.o. factory at Trhové Sviny near České Budějovice. It is a family business that makes precision parts, including parts for vintage sports cars, using a combination of the latest technology and some much older precision tools. It's run by Petr Růžička whose grandfather started the business. Petr's daughter Petra Dušáková showed us round the factory.

A few of the components for the current collection trolley had been made by mid-June and by the time you read this it will have been finished. Another three trolleys are also being made: one for static display at the Trolleybus Museum at Sandtoft, one for the Gmünd replica, and one which Koran s.r.o. are making for themselves as an example of the specialist work they can undertake. Some dummy overhead will be erected in the factory to test the trolley.

We next visited the Mosled s.r.o. engineering company in České Budějovice, where the chassis is being built. The factory is on a site which was formerly owned by Škoda and the company has taken on some of the work previously undertaken by Škoda at that site. We were shown round by the manager, Pavel Šima.

The frame had been put together and several components made. The chassis was expected to have been completed by the end of June when the wheels were due to go to Zlín to have the solid tyres fitted. The company in Zlín has purchased a machine specially to make tyres of the right size. After this the chassis will go to Plzeň, where Richard Polák will fit the electrics.

All the wood has been purchased for the bodywork, which will be completed by the end of October. Everything will then go to České Velenice for final assembly.

The replica is expected to be completed by the end of this year and will then be transported to the UK by container. Jiří and his team will visit Sandtoft to familiarise the engineering team and drivers with it before it is launched for service.

Seats

There are no known interior photos or descriptions of the 1911 vehicle so we have decided to model the seats on those of the London General "B" type bus, which started to enter service in 1911, the same year that E.H. Bayley bodied the Cedes. One of the London Transport Museum's curators, Simon Murphy, kindly provided access to the Battle Bus at the Museum Depot at Acton, enabling us to provide Jiří with a full set of measurements and photos.

At Jiří's request Ashley Bruce has also produced two additional computer generated images, both looking directly down from above, one with the roof on and one with it off. The latter has also resulted in a reconsideration of the vehicle's seating capacity. Stanley King's Keighley history, which is the main source of information about the vehicle, states that it was a 24-seater and in the rolling stock appendix Stanley also lists it as a 24-seater but speculates that the licensing record for a 25-seater is probably what was by then no. 50.

Several contemporary reports of the West Ham trials, including the Daily Herald's report on 25 September 1912, describe the vehicle as being "constructed to carry 25 passengers". However, reports of the official inspection in Keighley a few months later describe it as a 24-seater.

It seems likely that when the vehicle was registered the correct seating capacity would have been quoted. It would seem logical to provide a bench seat across the back and so it is much more likely that the vehicle seated 25 rather than 24. The specification has been changed to reflect this thinking.

On behalf of the project team I would like to thank Jiří Kovář for his hospitality, Richard Polák, who treated us to the puddings, wine and ice creams

mentioned earlier, Jan Spousta, for providing transport to and from southern Bohemia, making some of the arrangements and helping with the planning, and Vít Kovář for transport in June.

I would also like to thank particularly the Czech members of the project team for their hard work and dedication to the cause of producing the replica for our future enjoyment at the Trolleybus Museum at Sandtoft. *Dave Chick*

Appeal for funds

The Museum will host some exciting events to celebrate its 50th anniversary next year and I am looking forward to the launch of the Cedes replica being one of them.

We need more funds to complete the vehicle and transport it from the Czech Republic to Sandtoft and in the longer term we will have to build up funds to construct a road and erect overhead so that for the first time since 1938 it will be possible to see a trolleybus operating on the Cedes-Stoll principle.

If you would like to be part of this important project all donations will be gratefully received.

How to donate

Send a cheque to The Finance Director, The Trolleybus Museum, Belton Road, Sandtoft, Doncaster DN8 5SX. Please make cheques payable either to The Trolleybus Museum at Sandtoft OR Sandtoft Transport Centre Ltd - either is acceptable.

Make a direct payment to the Museum's bank account using Sort Code 40-19-20, Account Number 9245 7016. If you make a direct payment it is very important to tell us what it's for, so please email fwhitehead@sandtoft.org as soon as you have made the transfer.

Vehicle Preservation Reports

Contributors: Bruce Lake, Jim Sambrooks, Tim Stubbs, Andy Thornton and Francis Whitehead

Aachen 22 As part of the exercise of clearing the site of the new 8-vehicle building, no.22 was moved on 1 July onto Burntwood land. Once the building is finished, no.22 will be put into undercover accommodation.

Johannesburg 589 Andy Baxter has continued with the chassis and mechanical unit work, concentrating on the off-side and then moving on to the area behind the rear wheels. One rear spring leaf was found to be broken and has been replaced, whilst the cross members of the rear part of the chassis have had to be straightened and repaired. The overhauled traction motor and compressor were delivered to Sandtoft on 29 June. The traction motor will be installed into 589 once the trolleybus gets to Sandtoft. Graham Bilbé took the compressor south on 6 July: Andy can now progress with refitting it and then piping up the entire air system before testing it all. In April, Ian Barrett and Saul Woods started work on the bodywork. The initial aim is to concentrate on the driver's cab area and bring it to completion as a "sealed" area with windscreen, windows, cab door and panelling all finished and in place. Much of the body structure here had considerable attention when 589 was in Reading and Ian has continued with this. All this work has identified a lot of "bits" that are either missing or damaged: we are

hoping to source some of these parts from our stores at Sandtoft, but almost certainly some are going to have to be acquired from elsewhere – if anyone has trolleybus cab switches and other components as souvenirs, please let Graham Bilbé (grahambilbe@sandtoft.org) know as they might just be what we are desperately looking for!

Huddersfield 541 Our engineering team has put no.541 through its fitness inspection and test in readiness for the Huddersfield 50 weekend (30 June/ 1 July) and this necessitated adjusting the brakes to obtain satisfactory readings during the Tapley meter tests. No.541 was finally passed as being fit for service just before the Spring Bank Holiday weekend.

Huddersfield 619 One task undertaken in preparing no.619 for use has been to strip the tape off both booms. The tape was in particularly poor condition, and a decision was taken to not replace the tape and to paint the booms instead. The brake test was successfully completed and no.619 finally passed its full fitness test in the run-up to the Spring Bank Holiday weekend.

London 1348 This vehicle is now back in service following a rear oil seal replacement. 3 other spares were acquired at the same time for use when problems appear on the other wheels.



May Day Report

May Day Bank Holiday had lovely weather and the bluebells were out. Bournemouth 297, Manchester 1344 and Bradford 792 provided the service in the sunshine. Paul Morfitt provided this photograph.

Maidstone 72 Following the major task reported last time to replace the rear near-side wheel bearing, no.72 went through its full fitness test and has re-entered service, being our main trolleybus on TDE days.

Nottingham 506 Keith Hopkinson is now the custodian of the vehicle, on behalf of David Needham. He plans to make sure the vehicle is available for service as and when required.

Reading 144 Work has continued with stripping paint off no.144's exterior but in order to get St. Helens 387 prepared and repainted (see separate report) work on no.144 had to temporarily stop. Meanwhile, its compressor (made by Ransomes) was sent away for overhaul and repair in early May: it turned out that the armature needed to be rewound and because our usual contractor doesn't deal with smaller motors such as this one, they had to sub-contract the work out. The finished compressor was returned to the Museum on 29 June.



Reading 181 recently returned to its old stamping grounds to take pride of place in a commemorative event and vintage bus running day organised by the Thames Valley and Great Western Omnibus Trust on Sunday, 3 June to commemorate 50 years since the town's trolleybuses finished. No.181 left the Museum on 30 May and was taken back to its home town for the first time in around 48 years to Reading Buses' Great Knollis Street garage. A working party gave it a good clean and it was on display all day on 3 June outside Reading Station, attracting a huge amount of interest. Part of the arrangements were for no.181 to also feature at Reading Buses' annual garage open day on Sunday, 1 July. A special off-side (vinyl) advertisement proclaiming 50 years since Reading trolleybuses last ran was designed and produced. The vinyl was fitted in place by Graham Bilbé prior to the open day and Graham has also swapped several of 181's defective upper-deck seat backs for serviceable ones from Reading 144. No.181 safely returned to the Museum on 5 July and, subject to it passing its fitness inspection and test, hopefully will be used on 'Gathering Day.



Rotherham 37 Several upper deck seat cushions and the driver's seat have been re-trimmed by E Hayes, upholsterers of Rotherham appropriately. The vehicle is now awaiting electrical inspection before it can be passed for passenger service.

South Yorkshire 2450 Richard Barnes and Dave Longstaff continue to show remarkable resilience and patience as they attempt to master 2450's electronic control system and it is more of the same to report as they steadily work through the acquired data on the vehicle and check and test the numerous components, correcting faults as they go. To make some of this work easier, they have temporarily removed the controller panels from their location under an outside flap. Bruce Lake has managed to acquire various drawings and photographs from some of the people involved in 2450's original construction. With luck these experts will be able to visit while Richard and Dave are working, as they might just know that vital reason why 2450 doesn't actually function yet. Our two wizards are thus determinedly working ever-nearer their goal - the firing of the relevant thyristors to activate the traction motor such that the trolleybus finally bursts into life again!

Wellington 82 With intermittent air-related problems cropping up, the indications are that the complete air system needs an overhaul with the many components cleaned and checked over.

Motor-buses

Doncaster 22 After an extensive engine and gearbox overhaul, no.22 ran in passenger service for DO&LRS's 60th anniversary event on 3 June. The fuel pump throttle proved troublesome so more time in the workshop has followed.

Doncaster 33 A serious fault has developed on the engine which will necessitate removal of the cylinder head for investigation.

Doncaster 94 The new fuel tank has been fitted but the lines were found to be contaminated. They have been replaced with modern materials. The bus now runs from its own fuel tank again after a period with a temporary supply.

Sheffield 1357 Problems in the rear axle department have put no.1357 off the road as a precaution pending investigation.

A view from Sandtoft Gathering 2017 (IB), as we look forward to this year's gala event



RUNNING DAYS IN 2018

Open 10.30am - 4.30pm unless stated otherwise

'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



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



Weekend Trolleydays

Saturday 8 September
Sunday 9 September



Weekend Trolleydays **Plus** - with **2-Day Steam Rally**

Saturday 22 September
Sunday 23 September



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).



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