

Sandtoft Scene

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NEWS & VIEWS FROM
The Trolleybus Museum
AT SANDTOFT



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Front Cover Picture

Paul Morfitt captured this view of Reading 193 turning in Sandtoft Square during the Reading Event.

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Welcome

Messages from the Editors

2018 is proving to be a very busy and enjoyable year at the Museum.

Perhaps because we are staging more special events than previously, or perhaps because of the age of many of our volunteers, we do now seem to be short staffed a lot of the time. It is therefore a real commendation to our workers when our visitors continue to tell us what a high standard they find when they visit. Our reception staff hear these comments on a regular basis from people returning to the car park at the end of each day.

These pages cover the splendid Sandtoft Gathering weekend although the weather was not kind to us – again – for one of the two days. A few weeks later however, the Jaguar Enthusiasts Club brought much better weather to their event. Once again, it was a real joy to see such magnificent cars driving on our roads and amongst our trolleybuses for our visitors to enjoy.

Two weeks later, an event occurred that received more interest on our Facebook page than any other to date. The remarkable weekend that marked fifty years since trolleybuses ran in Reading. It was really hard work for our volunteers to prepare the vehicles for the event, but they managed it.

Just! The record number of visitors and the remarkable sight of so many maroon and cream vehicles driving around the Museum was a fitting tribute to the many long days, and evenings in the workshop.

Looking forward to next year; just as our Reading event proved to be a really popular weekend this year, we will be staging a Bournemouth Trolleybus commemoration in 2019. How many vehicles will be attending that event we wonder?

Our Museum is also going to celebrate its own 50th anniversary. It is possible that we could have more than one event to mark this real achievement and our Directors are keen to receive suggestions for events and happenings from our members. What would you like us to include? If you have an idea, please get in touch

Finally, the editorial team would be really keen to meet readers of Sandtoft Scene who attend the Museum's Annual General Meeting on Sunday 18th November. Any constructive comments about the Magazine would be very welcome. Will we see you there?



We would like to thank the following photographers for their help with this issue: Paul Morfitt (PM), Bob Ashton (BA), Dave Chick (DC), Ian Brown (IB) Darren Sentance (DS) and Patrick Wilkinson (PW).



Our preferred candidate for the Company Secretary position

Following the request in the last edition of Sandtoft Scene, for expressions of interest from members in becoming Company Secretary, we were very pleased to be contacted by Jason Spencer.

In the light of the interest shown, the Board has discussed how best to replace the current Secretary, Bruce Lake and agree that Jason is well placed to take on this role both from the professional point of view and his desire to help the Museum. Consequently, Jason is being put forward at the AGM on 18 November as its preferred candidate and recommends members to endorse his appointment.

Jason writes: "Although I was only six months old when the last trolleybus ran in Bradford, my next door neighbour was a former trolleybus driver and as his passion was infectious, I used to love listening to his stories and looking through his books. My enthusiasm for trolleybuses was reignited earlier this year when my wife purchased a TDE and I spent the day driving and riding round the Museum. I am really keen to help in some way to help preserve these unique vehicles for other generations to experience.

I am a qualified company secretary through ICSA and have worked in a number of Democratic Services roles in Kent, Surrey and the East Midlands. More recently I have been the company secretary for a housing management company in Derbyshire and currently work at the Peak District National Park, based in Bakewell. Through my professional qualification and work experience I have a good working knowledge of company and charity law and reporting requirements and live and breathe meeting procedures and processes, arranging annual meetings, giving procedural advice and pulling together records of decisions.

I fully appreciate that as a relatively new member I am a bit of an unknown entity, but this is a great opportunity to use my professional experience to support my interest in trolleybuses."

2018 AGM

The Annual General Meeting takes place on Sunday, 18 November at the Museum and the formal business will be followed by the usual members' forum, when future projects, ideas, problems and just about anything else can be discussed. There is a lot planned and happening at the Museum and this is an opportunity to hear more about it and have your say. For members, the formal notice of the AGM is enclosed with this copy of *Sandtoft Scene*.

Museum expansion and land acquisition

The appeal for funds in the last magazine to enable us to buy some adjacent land produced some astounding responses and as a result, we have been able to increase the area of land involved from 1.25 acres to 1.5 acres! A massive "thank you" to those who have contributed so very generously to this appeal. At the time of writing, our solicitor is well advanced with the legal formalities and both TM@S and TA White and Sons have stated desires for a quick conclusion to the deal. Obtaining fencing quotes is in hand, as are plans as to how to quickly prepare this new land for our use. It goes without saying that we would welcome even more donations to see this work through to completion and to start building reserves for other major development projects. Please contact Francis Whitehead (fwhitehead@sandtoft.org or write to the Museum address).

Joint development planning with the BTS

Uncertainties from the Museum perspective about whether the area of the Museum could be increased, by how much and where, and the knock-on problem under these circumstances of what facilities to put where all resulted in joint discussions with the BTS stalling.

Despite this, both the Board and the BTS have independently determined what each organisation needs out of an enlarged and integrated museum and some research has been undertaken (mostly by the BTS) as to how some of this can be achieved and funded. At the last Board meeting, it was agreed that joint meetings should re-start and we now look forward to some productive discussions.



TripAdvisor Award

TM@S has been awarded a TripAdvisor Certificate of Excellence for 2018. This is awarded only to 10% of businesses listed on TripAdvisor and to qualify, they have to maintain an overall TripAdvisor rating of at least four out of five and have received a minimum number of reviews in the previous year. This is the third consecutive year that TM@S has received a Certificate of Excellence. Many of the reviews praise our friendly, helpful volunteers, so this is an award that everyone may be proud of. Well done to everyone involved in enabling us to achieve this!

2019 marks TM@S's 50th Anniversary!

The Board is working on ideas as to how we will celebrate our 50th anniversary in style. If anyone has any suggestions, it is not too late to put them forward, so please let a Board member know. We have more or less fixed our open day dates and have matched many of them with suitable events. Details will appear in the next edition of *Sandtoft Scene*. Our 50th year is a great achievement and a grand opportunity to publicise our Museum and draw lots more visitors in to see what trolleybuses are and what we have to offer.

Publicity for, and marketing the Trolleybus Museum during 2019 promises to be a major task and is one we desperately need help with – help ranging from writing material for various publications to getting our publicity leaflets "out there" and continually topped up to distributing posters to anywhere in a 60-mile radius of Sandtoft where they can be displayed (it is hoped that we can have posters for specific Trolleydays as well as the normal all-season one) to radio and TV to getting on-line publicity.

2019 will see the unveiling of our specially commissioned full-size replica of a 1911 Cedes-Stoll trolleybus. We will still need to put up a short length of overhead wiring so it can operate under power, but meanwhile, it will operate using battery traction (not an original feature, but adopted to allow us to occasionally demonstrate it away from our Museum).

2019 will also see the Pelham building converted into a toy museum – a very exciting project that should, in its own right attract people in to the Trolleybus Museum, there not being, we believe, a museum of toys in the north of England. Over the closed season we will be having the Pelham's ceiling repainted before a series of display cases, already being assembled, is installed. The toy museum is the brainchild of Graham Bilbé, and he will be pleased to hear from anyone keen to help set up the project or run it once it is in place. There is huge scope to continually change round what is on display so that it does not go "stale" as many static exhibitions can do, so if a team could be formed to plan and implement changes and generally oversee it, please let Graham know.

Around the Museum

One of the large windows at the front of the Tea Trolley Café has been renewed: the wooden frame had deteriorated to the point where it could not be repaired any more. Whilst the wood has had some paint, this now needs to be finished off. At least one other window here will need to also be renewed in the next year or two.

Two of the museum site's electrical distribution boards have been replaced recently with modern units and one more is scheduled to be replaced shortly. Various lights, including some of the street lights, have been converted to LED. A complete inspection and certification of the electrical installation is now due.

Over the summer, we changed our waste collection contractor. There was a false start as we discovered that the contractor we had signed up with was then unable to service us. We are now able to recycle some material such as uncontaminated paper, cardboard, metal cans and some plastic instead of putting it all in with the general waste and therefore landfill. We have put dedicated recycling bins outside and in the café and outside the box van, and these get emptied into a large wheelie bin for disposal, so when at the Museum, please help by taking care to put your rubbish into the appropriate bin.

Largely unseen, as the work goes on during the week when not many folk are around, ongoing maintenance goes on to keep the Museum looking good and tidy for visitors. The hot summer did reduce the need to cut the grass quite so often, and (at a loose end?) our intrepid maintenance crew diverted their attention to cutting back some rampaging growth on trees, shrubs and hedges. Several trees that have started to overhang the "back straight" and were even fouling the trolleybus overhead line have been trimmed as a precautionary measure and over the winter some more drastic pruning may well be in order.

Another job that has been going on during weekdays is preparing and painting the traction poles. The work is being carried out by contracted labour in the form of Steve Cox and around 75% of the poles have now been dealt with. The exercise has certainly made an appreciable difference to the appearance of the Museum, with many visitors commenting on it.



Although there has been plenty of very dry weather this summer, when it has rained, it has rained with gusto and that leaves us with standing water in various places on our roadways, most significantly near our main gate and opposite the memorial garden. Over time, it does go away, but not quickly enough when we want to operate. The problem is a combination of the ground being very flat, and consequently some almost flat drainage pipe runs – the latter exacerbated by pipes having a relatively small bore; the pipes are not silted up or otherwise blocked as they have twice been rodded this season to check. The solution is to increase the capacity of the pipe runs (which outfall into the old airfield drainage system that, 75 years on, still function well!), so this is another task for the winter close-down period.

MONEY FOR NOTHING...(well, 0.5% anyway)!

(with apologies to Dire Straits)

We are always looking for new ways to raise cash to help the Museum achieve its many goals. Fundraising is not always easy and in many ways recently it has become harder because of "austerity" and the general economic situation: let's face it, spending priorities affect many of us and more often than not there is little spare cash to "give away", even to the very good cause that our Museum is. It is good, therefore to share with you an opportunity for the Museum to benefit a little from what you may spend elsewhere on day-to-day living and bargain hunting.

You may buy stuff online via Amazon. Well, if you change to buying via [Smile.Amazon.co.uk](https://www.amazon.co.uk/Smile), you will still be buying the same items at the same prices

with the same delivery service, but Amazon will be giving the Museum 0.5% of the net purchase price of eligible AmazonSmile purchases (minus VAT, shipping fees and any refund credits etc.). You just need to log in as if you are logging in to your normal Amazon account; you should then type in "Sandtoft" as your chosen charity (the site searches and comes up with "Sandtoft Transport Centre Ltd.") and shop as normal. You just need to remember to always then use [Smile.Amazon.co.uk](https://www.amazon.co.uk/Smile) and we recommend that you check each time that your account settings continue to show Sandtoft as your chosen charity. 0.5% may not sound much, but it is better than 0%. One other thing – please spread the word and encourage friends and family to support our Museum this way as well.

Television at the Trolleybus Museum

We have recently had a stern letter from TV Licensing, so all are reminded that the Trolleybus Museum does not hold a TV Licence as it does not own a working TV and does not have any activities that involve watching or recording live television, or downloading/ watching BBC programmes on iPlayer on its premises.

Consequently, everyone should be aware that it is generally illegal for anyone on our premises (or Burntwood) to watch, record or download TV programmes at any time - day or night - on any device connected to mains electricity (i.e. TV, desktop or laptop computer, tablet, mobile telephone, games console, digital box or DVD/ VHS recorder). There are exceptions to the rule: battery-powered devices, when not connected to the mains, can be so used IF the user has a valid licence that is not, at the time, being used at its registered address. Convolved? We are fairly certain that no-one at the Museum is guilty of this crime (as trolleybuses and the Museum are surely more interesting than TV), so please let's keep it that way!

Sandtoft Gathering 2018

*Paul Morfitt reports on our
flagship annual event...*

Well after nearly 6 weeks of wall to wall sunshine and high temperatures, what do we get on 'Gathering Sunday? Rain and cold nearly all day long! The great British weather never fails us does it but did it dampen anyone's spirits? Far from it, a great day was had by all and visitors still came through the gates all day long, loadings were high on the trolleybuses all day long keeping the crews busy for nearly 8 hours!

The Saturday preview day was a bright and sunny day, still very warm too. However, as we ran into the early evening ahead of the twilight running, the temperatures did drop and we could all feel that chill in the air. When we have been used to the hot weather for weeks on end, you certainly feel it when it drops. We even had to put the heater on for a while in the cinema just to warm us up! The beer tent as always pulled in the punters, as did the barbecue, Helen and company flipping the burgers and sausages to feed us all certainly went down well, I think I saw Bruce with at least three different sandwiches at one point..... or was it four.....?



*Huddersfield 541 runs as the sun
sets on preview day. (PM)*

For the 'Gathering Day we had 9 vehicles in use and a huge well done has to go to the engineering team who have worked tirelessly to bring a few more runners back into service, in particular Reading 181 which has been out of use for a number of years. This certainly did go down well with both the crews and our visitors. Doncaster 375 was also a popular vehicle in service, its first 'Gathering for many years after its re-launch back into service a few weeks previously and again, a huge credit to the team involved in its restoration: even in the rain, it just looked superb splashing through the puddles with heavy loads on board.



Doncaster 375 with another good load on Gathering afternoon. (PM)

This was my first 'Gathering as part of the team, I spent three days on site on the run up to the weekend to help with the vehicle prep work, making sure everything was shining, so I have to say was rather miffed when the heavens opened up on Sunday, but that's part and parcel of things I guess. They will soon come clean before we run again. Harvey joined me too; he was in his element with the hose pipe and brushes quite happily cleaning away. On the Friday we also brought Reading 193 out of the depot, the first time in many, many years, Graham was wanting to replace the parts on the trolley gantry so it could hopefully run on demo for the Reading event at the end of August, so this was a great opportunity for Harvey and myself to give it a wash down, something it clearly needed and after an hour or so of hard graft we soon had 193 looking reasonably good on the outside. The inside is the next task and a bit of old fashioned elbow grease will soon get it done.

On the "wet" day itself, I was on the first shift with Stewart and Nottingham 506: a great two hours with some nice loads on board.; After this. I changed over to Reading 181 with Graham: this was great fun too, with some very good loads as, for many of our visitors this was the first time they had ridden on this vehicle for some time. A two hour break then followed, time for a bite to eat and a wander around the stalls in the depot and to take a few snaps of the buses in action - the only chance I had on the day - this then followed by my last shift,



Wellington 82 slows for the frog on Gathering afternoon. (PM)



South Shields 204 waiting in the twilight. (PM)

again with Graham, but with my favourite, Bournemouth 297. By just after 5.00pm, things started to ease off and before long we were all done, the end had come to a very busy day and from what I could see, a very successful one, visitors were all very happy, some great banter and feedback with many, a lot of happy smiles from one and all.

Next year, as we all know, is the big "Five - 0" - the 50th birthday of the Trolleybus Museum, so what are we going to do? It is a once in a lifetime opportunity for us all to make this something special, maybe to make it a true bumper weekend of trolleybus action and interaction with classic cars and buses of the heydays of trolleybus operation, to have as many vehicles as possible on the move. Yes it will take a great deal of work to make it happen but I am sure if we all pull together we should be able to achieve something very special indeed, not just for our visitors, but for us too. It matters not how long we have each been involved with the Museum, we are all there for one thing and one thing only - to see trolleybuses in action and to show them off! We have the best selection in the world. It may be a tall order but if this weekend was anything to go by in having nine runners in use over the day, then I am sure if we put our minds to it, as one big team we can make the impossible happen in 2019 and make our founder, the late Mike Dare, very proud indeed of what can be achieved!



Bournemouth 297 on Gathering afternoon. (PM)





A Visitor's View

from Jack Spencer

We (my Dad, sister and myself) all attended the 'Gathering Preview on 28 July. This was only the second time we had been on Preview day as we usually go on the Sunday, but I have to say that I actually enjoyed the Preview more than the actual 'Gathering (mainly because it was less busy)! There were eight trolleybuses out on Saturday, and I rode on five of them; Bournemouth 297, Huddersfield 541, South Shields 204, London 1348 and Reading 181. Bournemouth 297 has been a firm favourite of mine ever since it returned to service in September last year, and it looked beautiful as usual. It was really nice to see 541 running again after so long (managed to have my first ride on it in nearly 5 years!). Shame we didn't take Mum though, as she would've loved to have seen 204 as she used to live near South Shields.

181 is a special vehicle in my opinion, as it was the first trolleybus I ever rode on at Sandtoft, in Easter 2013. Definitely brought back memories. Enjoyed seeing 1348 run as well. Doncaster 375 and Wellington 82 were also running, however we didn't ride on them. It was fun seeing the preparation of the vehicles for service, as we arrived early. I always love looking around the depot at the other trolleys. By the way, I would fancy TB78 returning to service next, if its boom is repaired. Café was fantastic (especially the cake), and was nice to see Richard and the other staff as well. A big thank you to everyone at Sandtoft for making a great day possible. Am now looking forward to the Reading weekend, and hoping that my favourite Reading trolleybus, 193, will be running then.





Fifty years on...

Reading trolleybuses still going strong

By Paul Dicken

The commemoration of 50 years since the closure of the Reading trolleybus system was a bittersweet occasion. Growing up in Reading, my love for the system was inevitable as there was a trolleybus stop literally outside my bedroom window on the Oxford Road, opposite Battle Hospital. The commemoration was also a reunion of the Four Daves – Dave Chick, Dave Hall, Dave Barney and me. We were at Stoneham School in Reading together and members of the Reading Transport Society (RTS), the original name for what is now the British Trolleybus Society (BTS). We're now known as D1, D2, D3 and D4 (honorary), because of the fact my name is Paul.

I managed to get in for free, despite accidentally bringing last year's Sandtoft membership card with me, but fortunately, D1 was on the door. It was emotional to see Reading 3 and 47, two wonderful old workhorses in such pristine condition and the solid Thames Valley 446 as I emerged from reception. I used to love travelling on the old AECs

as a boy, only used for peak-hour reliefs by that time, to watch people fighting to get in and out of the long seats upstairs. Alternative entertainment was provided by the people seated in the offside transverse seats downstairs who forgot about the lowered floor upstairs and banged their head.



The first privately preserved trolleybus, Reading 113, still going strong. (PM)

Then was the moment of truth, seeing Reading trolleybuses, under power, travelling circuits of Sandtoft as if they had just done a diversion from the "Main Line" (the Reading west-east routes). I stood for several minutes drinking in the heady sight of 174, 181, 113 and 193 silently swishing past. D3, who knows about these things, pointed out that 174 was unique in having a chrome windscreen surround on account of the fact it was a demonstrator exhibited at the "Commercial Motor Transport Exhibition" – as D2 insists I call it. You never stop learning!

My choice for a first ride was 113, mainly because I was nostalgic for open platforms and it was the only trolleybus I ever worked on restoring after its withdrawal in my RTS days, when it was parked at Smiths Coaches in Rose Kiln Lane (off Basingstoke Road). I closed my eyes as we travelled and was transported back to my teenage years, recalling the motion and sounds, but longing for the memory of the wonderful crunching noise as we crossed West Street Junction.

After an excellent lunch at the Tea Trolley (highly recommended) we went to the Cinema for D2's - aka Dave Hall - digital photo tour of the Reading "Main Line". Again, I was overcome with nostalgia seeing all those lovely scenes of my youth which were accompanied by Dave's knowledgeable commentary. Audience comments throughout brought it even more to life. My only disappointment was that D2 didn't emerge with a tray of ices which I had requested beforehand and would have been in keeping with the time.

Finally, the climax of the day was the parade of all the vehicles. They were joined by trolleybus



There's something odd about one of those buses. (PM)



Saturday's service starts. (PM)

144, fresh from a repaint (in a strange shade of cream!) which wasn't in passenger service. So, five out of the six preserved Reading trolleybuses were travelling simultaneously. The sixth, formerly Sunbeam 186, is now in its later incarnation as Teesside 11 and not present. It would have looked odd, however, in its very different (hideous) blue-turquoise livery. The cavalcade was not without drama as 193 dived right in front of us. Redeeming the event became like a scene from a Benny Hill sketch with people running everywhere trying to free one of the bamboo poles which had got stuck on the boom. Eventually, with a brave soul climbing out onto the drop-down window, it was freed and we were on our way again.

We left, tired but delighted after a day that stirred up happy memories and also with sadness with what might have been. I came away with a great souvenir, six notelets with views of Reading trolleybuses at iconic locations, published by the BTS.

It was a well organised event and a credit to Sandtoft, particularly the engineering team who worked so hard to get all five trolleybuses running, the BTS and most of all, to Dave Hall.

All things Reading

Paul Morfitt reports



Monday's line up (PM)

Visiting Motorbuses

Reading Corporation 47: 1935 AEC Regent with 7.7 litre engine, crash gearbox and lowbridge Park Royal body – owned by the British Trolleybus Society

Thames Valley Traction Company Limited 446: 1946 Bristol K6A with 7.7 litre AEC engine, crash gearbox and lowbridge Eastern Coachworks body – owned by the Thames Valley & Great Western Omnibus Trust

Reading Corporation 3: 1957 AEC Regent III with 7.7 litre engine, crash gearbox and lowbridge Park Royal body – owned by Tim Wale

The three buses were driven from Berkshire to the Trolleybus Museum on Friday, 24 August for the Reading 50 weekend, and returned on the Tuesday. Nos. 3 and 446 were used for the Isle of Axholme tour on all three days of the weekend and on the morning free bus service from Doncaster Interchange on Sunday and Monday.

We are grateful to drivers Colin Billington, Richard and Graham Bilbé and Peter Whitehead for giving their time to drive these fine buses all that way, and to the respective owners for letting us have the use of them for the weekend.

Well what a weekend we have all had - three days of seeing up to seven maroon and cream vehicles operating around the circuit with a tad of red thrown in for good measure, five trolleybuses and three motorbuses from the town of Reading in commemoration of the trolleybus system closing on 3 November 1968, coming up to 50 years ago! We started our first of three days of operation on the bank holiday weekend Saturday just like many real-life undertakings - we had a few vehicle issues. This was despite the HUGE amount of work that the engineering team had put in during the preceding weeks, but the backup of three motorbuses helped us out and 181 started our initial 'bus service that morning, along with AEC Regent of 1935 vintage, no.47.

Needless to say, we had no grumbles from our visitors. Very soon, 113 joined the service after the air leak on its compressor had been repaired, meaning we had three vehicles in operation until our first line-up of the weekend, shortly after lunch time. Here we saw trolleybuses 113, 174, 181 & 193 lined up along with the two Reading motorbuses, no.3 (a low-bridge Park Royal bodied AEC Regent III) and no.47 and Thames Valley Bristol K6A, no.446. These looked stunning, all lined up as a great crowd gathered with cameras clicking away. A short speech was given by Graham Bilbe and Dave Hall. Dave had been instrumental in organising the whole event and as we all know, his knowledge of "all things Reading Trolleybuses" is second to none: what he does not

know is really not worth knowing. Graham then ended the speech by inviting everyone to board motorbuses 3, 47, 446 and trolleybuses 113, 174, 181 and for the first time in well over 20 years, 193. This was the most popular, a full load indeed, with yours truly given the privilege of conducting it with Graham at the helm, I can tell you, I had one hell of a beaming smile on my face!

All seven vehicles pulled away and for around 10 minutes they all ran around the Museum, taking all the various routings allowed by the wiring and roadway to help create memories of the glory days of all things Reading. Once this was done, normal service resumed and 193 stayed on the run to do a couple of standard service runs. Sadly a fault with

the dewirement buzzer/ light meant that it was limited to only Graham driving, but our visitors made the most of 193's trips, all having near enough a full load!

The day ended on a huge high: the weather had been fantastic, the visitor numbers were very high, everyone had smiles on their faces - none more so than Dave Hall, although I cannot think why...

Sunday, day two, and what a wet one it was, but despite the fact it rained nearly all day, nobody was that bothered. The number of visitors was slightly down as we always experience when it rains, but we still had a great crowd and our café team certainly had their work cut out as it became

a refuge from the weather - and the till never stopped ringing, the kettle never stopped pouring and those Lincolnshire bangers were going down a treat, as were the cakes and buns!

Operation wise was much the same as the Saturday, however this time we had 193 in service all day although it was limited to only a few drivers due to the dewirement buzzer/ light issue; it was great to see it in use all day and with our visitors it was a popular choice for a ride. During the afternoon, we repeated the line up and despite the rain, everyone was happy to "soak" up the atmosphere!

The third and final day came on bank holiday Monday. Thankfully, the rain had gone and although it remained cloudy near enough all day, it was warm. We started off with a quick wash down of the fleet and soon all four operational trolleybuses were in service. We had a few extra traffic staff, so we made the most of this by having at least two vehicles in operation at the same time, much to the approval of the photographers who made the most of vehicles passing each other. This all adds to the realism of operation and is always popular, something we need to try and do more often when staff levels and vehicles permit, it is great to see!

Visitors started coming in thick and fast, for the icing on the cake soon appeared when freshly-repainted 144 left the workshop to come round for a leak test. Having been away for some time, 144 had only arrived back on the Friday morning before the event. Sadly, the interior was nowhere near ready, so we were only able to run 144 for



Sunday's line up, did we mention it rained? (PM)

demonstration runs, but nobody minded at all. Just seeing it out with the sun - well, clouds actually - was enough for everyone: it looked stunning, what a paint job, top quality indeed! This was to make the final line up complete, our five resident Reading trolleybuses and again with our three visiting motorbuses all in Sandtoft Square with countless cameras clicking away and again, the running around the Museum in all directions was done with 144 taking centre stage. During the run around we had a dewirement on the back straight when Bruce in 193 lost contact on the nearside boom. During its retrieval the hook of the bamboo got stuck on the trolley pole itself and it was only after Graham climbed out onto the roof that we were able to detach it. All eight vehicles were stopped along the back much to the delight of photographers, a re-enactment of just how things would have been 50 years ago in the great days of trolleybus operations!

Later in the afternoon, we had one final line up, this was to re-enact the final run in the town on that sad day back in 1968. We had 174, 181 and 144 in convoy just as they did on 3 November 1968. 144 even still displaying in its destination box "The End", quite a moving scene but worthwhile.

So at just after 4:15pm, the final trolleybus trip was made and we could all then take a breather after what has to be said a "top notch" event. The effort that has been put in by everyone has been above and beyond. The café team deserve another mention for their hard work over the three days. The engineering team who worked their socks off before and during the event to get such a fine array of vehicles ready, the reception, shop and traffic crews who looked after our many visitors. Of course, we can't forget Dave Hall in the Regal cinema - those shows went down a treat - even more so on the wet Sunday when he added a few extras!

So a fantastic weekend indeed, I think we can all say we had a blast, everyone worked hard, visitors numbers were extremely high, the shop team had a record single sale: if we can all pull this off for this event just think what we can achieve next year for the "Sandtoft 50th Birthday Bash" or any event really!

On a personal note, this has been my most favourite open weekend so far this year, more so because of 193 finally coming into service. I have nagged Graham since I signed on as a volunteer to get 193 out for a clean, so I have to say a huge "Thank You" to him for doing so. The plan was just to clean it up for displaying over the weekend, I don't think either of us thought it would run. I have become rather attached to this trolleybus,

Harvey has too, more so now than Bournemouth 297 and that's saying something, so to see it finally operate in service and being the first to conduct on board in well over 20 years truly was a great thing for me. So again another HUGE "Thank You" to Graham, but also to the team involved in getting the repairs needed to see her operational again: it has certainly made me one very happy volunteer indeed!



Any type of bus as long it is had a Reading connection. (PM)



Paul Dicken seems not to have noticed that his camera is pointing in the wrong direction. (DC)



Dave Hall with 144 at "The End" (PM)



Reading trolleybuses in action. (PM)



A de-wirement demonstration during the Reading Event. Next time we will script it in advance. (IB)



193 sees daylight for the first time in years



Reading 193's return to service...

Just part of the effort illustrated by Paul Morfitt. Unfortunately he didn't get a chance to record the mechanical works. It looks like Harvey did everything! Rest assured, the hard work of others is not forgotten.



Back in service!

Four and a Half Out of Five Ain't Bad... Reading's Trolleybuses 50 years on (nearly!)

By Graham Bilbé

I told Dave Hall back in January that to have all 5 Reading trolleybuses running by the end of August was going to be a pretty tall order – at the time not one was serviceable, and most required some major work to make them so! I made it clear that it needed a few more people to help make it happen – and I'm delighted to report that THEY DID!

Early in the year I set about resolving the long-standing boom-mounting problem on no.193, commissioning new fixing plates to replace the originals which had pulled through the roof back in 2006! The norm with engineer-owned vehicles seems to be that they often get pushed to the back of the queue so that others can be sorted out – but the new bits for 193 were made, as were a pair of rainguards (as the old ones were seriously rotted) such that the positive boom could be fully reassembled: this was done just after the 'Gathering, and duly test run – but I'm jumping ahead!

144 had already been despatched to Darren Sentance's workplace at Rotherham for a full exterior repaint, as much of the old finish was coming off in large flakes, making no.144 look tatty: unfortunately, this meant that the whole vehicle needed to be stripped of its paint, and, as Darren discovered, where the paint wasn't peeling off, it was clinging on like s**t to a blanket, as the saying goes. Meanwhile, around Easter, Daves Chick and Hall spent several days cleaning up 113, 174 and 181, all of which had been gathering dust and grime for several years, and the Daves also helped to identify the issues that needed to be resolved before the three trolleybuses could be re-commissioned. Jim Sambrooks had started a "MoT" test on 174 back in February, as a result of which the front nearside wing was removed for Chris Morley (from across the road) to rebuild – unfortunately, the front wings on both sides of both S7s are fairly bad, but this was the worst one and something just had to be done to it!

My "working week" before the spring bank holiday saw 181 selected as the easiest prospect to pick off the list first – and also needed to be prepared for a trip down to Reading in place of 144 which clearly wasn't going to be ready. With considerable help from Ian Metcalfe and Mike Bradbury, the old and very frayed autolube pipes were methodically removed and replaced with grease nipples retrieved from the old Walsall chassis, so that proper lubrication could be done before the long tow south. Upon its return from Reading, Ian refitted the half-shafts and numerous other jobs were sorted so that 181 could run at the 'Gathering – Hooray! One down...

Now we can resume where I stopped in the second paragraph! Poor old 193, for so long the back runner, having been successfully brake and electrically leak-tested just after 'Gathering, leapt forward as a prospect for running, so I ordered a new set of tyres for it and arranged to park it outside – this enabled Paul Morfitt and son Harvey (both big fans of 193's handsome lines) to start work on cleaning the interior and refitting the lower deck seats which had been out for years. Some had to come out again to rethread the floor fixings, but it was a great help to have them basically in place! Andy Thornton kindly set to make a temporary driver's seat cushion, and one for 181, both of which were seriously distraught.

Meantime, Francis had been preparing to tidy up the paintwork on 113. During the 'Gathering "working week", 113 was pulled out for a test run: I knew of a problem with the compressor governor, but unfortunately when the brakes were applied, the brake valve was then sticking open! In the August week, these were resolved by replacing the governor gasket, and stripping/ cleaning the brake valve – it still leaks very slightly, but at an acceptable level. In August, 113 and 193 were neck-and-neck as to which could be passed out first, in the event it was 113, so we started the "Reading 50" weekend Saturday running with just 181, quickly joined by 113 once a few more jobs were resolved. These were, of course, augmented by the three motorbuses especially brought up from Reading for the weekend.

The day before saw 144 return at about 9am, but clearly still in need of a lot of work, including refitting the compressor which had been overhauled following a previous failure. The list of tasks was added to by a rear tyre blow-out en route from Rotherham, which was quickly resolved by Ian using a spare 9.00 radial we had been given some years ago from a chap in Thorne, via our Jim. A stroke of luck as they're not easy to find, but now a new set of cross-ply tyres has been ordered for 144, which is currently on various remoulds and second-hand tyres that Mike Dare had put on before cross-ply tyres became reasonably readily available again from eastern Europe. Unfortunately, the new tyres for 193 weren't going to arrive in time, so a punctured tyre was fitted with a spare tube courtesy of DO&LRS: they'll have it back when the new ones arrive, but the loan is appreciated!

Mike Russell arrived on Friday to apply the varnish –fix fleet numbers, coats-of-arms and so on to 144, whilst Ian refitted the compressor (he's good at them!) Another



little group, Chris Whitehead and David Jukes (of Bus and Coach Preservation fame) set to work on Saturday morning to refit 174's wing, after yours truly had repaired the wheel arch and advised how to fit it with the wing piping obtained by Jim from Doncaster Market. During the week Mike Bradbury had been up again to do a similar exercise on 174's autolube as 181's: when it came to 144's, it seemed generally in better order so a new drive belt was fitted and the tank refilled – we shall need to monitor whether it's working or not!

The feverish activity saw both 193 and 174 able to join in the 2.30 line-up, with 193 thereafter triumphantly carrying out its first service operation for best part of 30 years! A last-minute problem with the dewirement indicator meant it had to be restricted to the most experienced drivers, but repairs are now in hand. 174 still needed a few more jobs doing before fully signing off, so had to wait until Sunday to re-enter service, after

checking the roof gear early Sunday morning – luckily before the rain started. Folk probably wondered where I had disappeared to at 7am – so now you know! Happily 174 was then able to join the other three by mid-day on Sunday, which then just left 144...

...as is now known, 144 was sufficiently safety-tested to be able to join in the line-up on Bank Holiday Monday, and to participate in the 15-minute "system" operation thereafter, though not with passengers. This is always the best bit of these events, and much appreciated by visitors as it captures the "feel" of a trolleybus system – or as near as we can hope to get 50 years on!

To all those I have mentioned, and any I have inadvertently omitted, a very sincere "Thank You" for your help in making it happen – it WAS a tall order, but very many people rose to the occasion – Well done, and thanks!

Reading 144 technical work photographs by Darren Sentance



11-12 August Trolleydays

The Trolleydays weekend of 11 & 12 August was expectedly quiet, being sandwiched between two of the largest events of the year - the 'Gathering and the Reading Anniversary. It was a nice chance for us, nonetheless, to keep the vehicles running and have a nice weekend for our visitors that perhaps don't handle crowds too well. The Sunday saw a visit from the Jaguar Enthusiasts' Club with visiting vehicles ranging in age from almost 80 to just a few months! The Club enjoyed themselves very much and have promised to come again. *(Patrick Wilkinson)*





Bruce drives trolleybuses as far as Halifax

As most members will know, I do quite a lot of driving at Sandtoft. It was earlier this year that I realised I was coming up to a milestone if I kept driving at most of our open days this year. This is the story....

Some time ago, in 2003, I started to record how many circuits of Sandtoft that I was driving each year. The two inner circuits, turn in Sandtoft Square, and two outer circuits and then returning to the start point covered during a normal service run is a mile in distance, so knowing how many service runs you do translates straight into how many miles you've done. I also recorded the number of non-service runs I did for testing or engineering reasons although this was a very small percentage of the total.

On top of all this, I added the estimated mileage at other museums (East Anglia, Black Country and some abroad) and also the mileage driven in various trolleybus towns and cities all over the place, which was an even smaller percentage. (As an aside, the best of the latter was 7 miles in Salzburg, using an articulated trolleybus!) The furthest away were in Dalian (China) in the east and Vancouver (Canada) in the west.

I also thought it might be a good idea to record which trolleybuses I had driven, wherever they were, so my spreadsheet tells me that I've driven 48 different British trolleybuses, plus 9 foreign trolleybuses in England, and finally, another 9 foreign trolleybuses in their home systems, (8 systems in all), making 66 different trolleybuses altogether. I thought that was quite some feat in itself, and I wonder whether I'll make it to 100!

But what is this about Halifax I hear you say? Surely, that's not far away to be noteworthy? You would be right, it's only some 33 miles away from Sandtoft. But you would be thinking of the wrong Halifax. I wanted to put into context the miles I had driven. Of course I couldn't actually drive anywhere except under the wires, so this is hypothetical, but I had done enough to reach Halifax in Nova Scotia, some 3,000 miles away! Yes, that was my milestone – 3,000 miles of trolleybus driving in the last 15 years - up to the summer just gone.

Here's to the next 3,000!

Bruce Lake



Brian exiting TBS13 at the Riverside Museum. (Courtesy of GlasgowLife)

Brian T. Deans 1947 - 2018

Brian Deans, who has been one of the Museum's supporters since its inception, has died at the age of 71. Brian was instrumental in the acquisition of Glasgow TB78 by what was then the Reading Transport Society (now the BTS) when the city's trolleybus system closed in May 1967. It was also at least in part thanks to lobbying by Brian that TBS13 was brought out of storage and put on display in the new Glasgow Riverside Museum. Without Brian it is therefore likely that no Glasgow double-decker trolleybus would now exist and that the only surviving single-decker would not be accessible to the public. Brian was severely injured in a car crash in 1971 but continued to visit the Trolleybus Museum at Sandtoft regularly. He had written a number of books and articles about Glasgow's trams and trolleybuses and in recent years had conducted extensive original research into the Glasgow trolleybus system for a definitive history to be published by Trolleybooks. It is hoped that it will be possible to complete this work as a lasting tribute to the person whose name is synonymous with Glasgow's trolleybuses. *DGC*



TB78 in service at Sandtoft. (IB)



STOP PRESS!

We are delighted to announce that on 5 October 2018 we completed with the purchase of the 1½ acre area of land adjoining the combined Trolleybus Museum and British Trolleybus Society Burntwood premises. This means that, including Burntwood, the Museum now extends to over 7¾ acres - almost double the original area of the Museum. Our Chairman, Graham Bilbé, commented: "This expansion will enable the Museum and the BTS to radically redevelop the Museum and greatly improve facilities for visitors". *See page 4 for details of the lead-up to this great news.*

This photo by Jon Stafford shows the original Museum site on the left, the BTS Burntwood Premises in the centre, then much of the area on the right forms part of the new purchase.

Vehicle Preservation Reports

Contributors: **Bob Ashton, Andy Thornton, Jim Sambrooks and Francis Whitehead**

Bradford 746

No.746 has been out of use for a couple of years now with the rear brakes needing attention before it can be passed out for service again. The weekend of 7 & 8 September saw boilersuit-clad owners Chas Allen and Ian Brown in the workshop with Jim Sambrooks and a variety of tools and equipment. 746 fought back so Ian Metcalfe also got dragged in to help. Following removal of the off-side brake drum, it was discovered that the shoes had seized to their anchor pins, requiring application of heat and use of crowbars to move the shoes before the assembly could be persuaded to be dismantled. The parts were cleaned, lubricated and refitted. The nearside remains to be investigated.

Cleethorpes 54

Andy Fieldsend continues to work regularly on this remarkable vehicle, A top coat of gloss paint has been applied to the roof, this being the latest development in no.54's thirty-seven-year restoration.

Johannesburg 589

Ian Barfrett and his team continue to make good progress with no.589. The compressor has now been re-fitted and much of the air system piped up. The cab area has received the most attention with new timber to the floor and ceiling, the bodywork structural members finally finished off, and the driver's door rebuilt. The front saloon door operating mechanism has been overhauled and tested. Work has also been undertaken in the lower saloon, with the floor being partially replaced. The downstairs opening windows (they are all spring-balanced full-drop) are currently being overhauled. Finally, we are delighted to report that we recently received a second five-figure donation from one of 589's supporters. A very big "Thank You" to him – and also to everyone else who have made it possible to get no.589's restoration to this stage: your support is very much appreciated.

Nottingham 493

A wheel dish that is now in an outside position following fitting of some new tyres a couple of years ago has been painted. Other jobs are scheduled for the near future.

Reading 113

No.113 last operated during 2014 and having remained virtually untouched in the depot since then, it was not surprising it was filthy when taken out during the run-up to Easter for a clean and assessment of what was required to return it to service for the Reading 50

weekend. Using a small legacy from the late Len Head, a founder member of the BTS, the Society had planned for 113 to be repainted prior to the Reading 50 weekend, but the delays with no.144 being prepared for a repaint resulted in the 113 repaint having to be postponed. Its Easter spring clean had revealed how badly the varnished paintwork at the front had deteriorated and it was decided to give the vehicle's front a make-over.

So, in mid-August, Francis Whitehead set to and rubbed down the worst areas – the front dome, upper deck front window frames and the front bay, between-decks panels – and duly painted them. The front "Butlers" advertisement, of course, was a casualty of all this work as this area was particularly badly crazed. Accordingly, a replacement advertisement, albeit vinyl, but of the correct dimensions (the one carried by no.113 since it was restored around 20 years ago was a little over-sized) was commissioned and, on the Saturday morning of the Reading 50 weekend, was fixed in place by Francis, assisted by David Jukes. The front wings have also been rubbed down and given a coat of black paint. As related by Graham Bilbé on page ??, 113 had other work done on it (mostly underneath) and duly tested, was returned to passenger service on Saturday, 25 August.

Reading 144

Over the summer period, Darren Sentence has worked hard on 144, getting some very stubborn paint stripped off and removing the seat backs and cushions and returning them to Sandtoft so they could be re-trimmed. In the event, most of the cushions turned out to be in good condition, but all the backs required attention. Our usual trimmer, we discovered, could not undertake the work until mid-October, so Plan B had to be devised – taking them back to Rotherham(!), to the upholsterer who has been working on seats for Rotherham 73.

Having managed to source and match the required maroon paint colour (don't go there as it will fill another page to consider which and when maroons are authentic for Reading trolleybuses – we eventually went for a match with no.174's maroon!), Darren eventually managed to get some paint onto no.144 in mid-August, having had it down to bare metal just about all over and meticulously rubbed down and all surfaces prepared and carefully washed to remove dirt, dust, traces of paint stripper and stray "nibs" of dried something. Surprisingly quickly, coats of primer, undercoat and gloss were applied, with second and even third coats of gloss in

places. The result is best described as marvellous!

The next challenge was to nail down the towing contractor and get 144 back to Sandtoft, something that happened on the Friday morning before the Reading 50 weekend. Disturbingly, during the tow back from Rotherham, a tyre blew and 144 was "limped" the last few miles to Sandtoft, where a stock tyre has been fitted for the time being and a new set of tyres ordered. Feverish activity on the part of the engineering team and others saw the overhauled compressor refitted, many external transfers applied, half shafts re-fitted and other mechanical and electrical work and checks undertaken such that the vehicle could be given a limited certificate of fitness to allow it to take part in the Monday bank holiday line-up and subsequent demonstration-only runs.

We now look to getting the interior finished and seats reinstated, a visit to Reading in late October for an appearance on 3 November outside Reading Town Hall on the actual 50th anniversary of the end of trolleybus operation in the town, and the application of external advertisements. That is another chapter !

Reading 174

As described elsewhere in this edition, no.174 has had its re-constructed front near-side wing fitted and following much preparation work that included completing a lot of unfinished internal restoration work, has been inspected and successfully tested so is now passed as fit for passenger service.

Reading 181

A temporary seat cushion has been made by Andy Thornton so that no.1851 could be passed out for passenger service.

Reading 193

Some of the paintwork has been "T-cut" and polished. The trolley gear on the roof has received attention and the lower deck seats re-fitted. The interior has also received a thorough clean by the Morfitt duo. A temporary seat cushion was produced by Andy Thornton to replace the badly-split original. A job that is now in hand is to fit a refurbished dewirement indicator unit, the original having developed a fault. More details about work done on no.193 recently is included in Graham Bilbé's article on page 21.

South Yorkshire 2450

A gentleman who worked on the Electroline trolleybus when it was being fitted out visited the Museum recently. He was able to answer a number of questions which have been vexing Dave Longstaff and Richard Barnes who are working to bringing the vehicle back to life. The seemingly endless task of component testing continues.

Doncaster 22

An oil leak from the gearbox has been plaguing this vehicle for many years. Graham Green has attempted several times to cure the problem which was eventually traced to the front oil seal housing: this has now been rectified and the 'box is under test.

Doncaster 94

Paint stripping continues: the former trolleybus (393) livery has been revealed, along with the coat of arms and the black band above the lower deck windows. Where there are steel panels or strips, a primer has been applied. 94 was last painted in 1973 by Doncaster Corporation prior to its presentation to the Doncaster Omnibus & Light Railway Society on permanent loan. The workers can have pride in the fact that they are not only restoring a motorbus, but a former trolleybus too.



Doncaster 94 in a partially stripped state. (BA)

Bradford 558

Geoff Welburn has been working on this ex-Bradford Leyland PD2 for more years than some care to remember: his latest efforts include the cab area with repainting of its interior.

Ferguson tractor

Restoration and painting of this exhibit by Mike Spilling sees it in light grey undercoat, awaiting a coat of gloss.

Workshop

A new drill press has been installed on the bench! Yes, you read it right NEW!!! This replaces the previous machine acquired second-hand many years ago from SYPTC during one of our depot clearances.



The Cedes at Lees, Keighley in April 1913. (British Trolleybus Society)



František Albert was making the first seat as we arrived and put it into position to show how it would look. Jiří Kovář tries it out.



The chassis, with the front dashplate surmounted by the removable sloping cowl. "Keighley" is painted in red on the front of the chassis.



Petra Dušáková films her father Petr Růžička demonstrating the trolley. The light indicates that it is taking power from the "overhead".

Cedes Replica Progress

Since the July edition of Sandtoft Scene was published there has been great progress with the construction of the replica Cedes-Stoll trolleybus which will join the Sandtoft collection next year.

At the end of August, I visited České Velenice, where Jiří Kovář is managing the project on the museum's behalf. The town, which was the northern part of Gmünd in Austria until the Austro-Hungarian empire was dismantled at the end of the First World War, once had a major railway rolling stock maintenance depot. The buildings remain but are now used by a variety of businesses.

Jiří identified the perfect building within this complex as the headquarters for the project. He took me to see it and at the gates we had to provide identity (in my case it was my passport) while the security guard examined the car and took photos of the interior.

The building itself used to be the fire station for the railway works. The railway fire service would also respond to calls in the town if they could get there first or if it was a major incident that required additional appliances.

We have one room in this building which is exactly the right size for the replica. The door was pulled back, and there was the chassis, now with the front dashplate in place. Between being demonstrated in West Ham in September 1911 and appearing in Keighley in April 1913 the Cedes prototype of our replica had gained a sloping cowl on top of the dashplate. We specified that this should be removable so that we will be able to display our replica as the prototype was in West Ham or in Keighley. Out of sight, there are some clips which hold the top firmly in place but will allow us to remove it.

The hub motors had been delivered and the day after my visit Richard Polák was going to be there to work on the electrics.

Leaving the complex we had to stop so that the security guard could again inspect and photograph the car's interior.

Next, Jiří took me to the Koran s.r.o. factory at Trhové Sviny near České Budějovice, where the replica trolley is being made. We were greeted by business owner Petr Růžička and his daughter Petra Dušáková, both of whom I had met on my first visit in June.

The two are very enthusiastic about the project, although it has been more difficult than expected and they have had to try to imagine what Carl Stoll and his son Ludwig were thinking to get the design right. Koran s.r.o. has had to manufacture all the parts.

A pair of wires has been suspended at just enough height for the trolley to clear the ground and a low current is applied. For testing purposes, the trolley has a light bulb to indicate that it is receiving power.

Finally we travelled to František Albert's workshop in Lomnice nad Lužnicí, where he is constructing the body. At the time of my visit, the framework had been built and he was working on the first seat, the bench seat across the back of the vehicle. There are no known interior photos or descriptions of the vehicle and no drawings, so we have based the seat designs and dimensions on those of the London B type bus, which was being built at the same time as Bayley was building the body on the UK's first Cedes trolleybus.

František's workbench is scattered with photos of the Cedes in Keighley including an extract showing the handrail at the entrance, blown up to A4. He is also using some of the computer generated images produced by Ashley Bruce. The body is being built using traditional methods (no

glue here!) and it was fascinating to see the craftsmanship involved.

The team did some of its research at the Museum of Public Transport at Střešovice Depot in Prague, where the Director provided them with a contemporary tram window to take away to study and a box of contemporary fittings for the opening windows. We are very grateful for this assistance, which will help to give a more authentic appearance and experience.

Later in the year the completed body will be transported to České Velenice and mounted on the chassis. Meanwhile, more than 200 km away in Zlín, the company making the solid tyres had been having difficulty producing them, having never made such large tyres before, although by mid-September they had been successful.

I was very encouraged by the progress I saw and I'm looking forward to my next visit, in November. (Words and photographs – unless stated – by Dave Chick)

You Can Be a Part of the Project!

Funds are needed to complete the vehicle, transport it from the Czech Republic to Sandtoft and in the longer term 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 Financial 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 Limited" - 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.



A view of the rear and nearside. František Albert can be seen at the rear on the left having a discussion with Jiří Kovář.



A close-up of part of the framework. One of the hub motors.



Reading line up photo by Ian Brown.

Don't miss the bus! It's nearly the end of the season but there's still some events to come.

RUNNING DAYS IN 2018

Open 10.30am - 4.30pm unless stated otherwise

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 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