

Sandtoft Scene

February 2019

No. 112



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Contributions & comments (for publication or otherwise) are always welcomed by the Editor. We reserve the right to alter or amend text to suit the style of Sandtoft Scene or the content of a particular edition. The content of individual items and articles represent the opinions of the individual contributors: they are not necessarily the opinions or policies of The Trolleybus Museum at Sandtoft, the Company, its Directors or its members.

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Front Cover Picture

Afternoon running at the Twilight Event captured by Paul Morfitt.

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Welcome

Happy New Year!

In this edition we look back at the closing events of 2018 including the Steam Rally, our shared event with DO&LRS around the Isle of Axholme, and our popular Twilight event.

If you have ever thought about volunteering at the Museum, we are looking to fill a number of volunteer positions. As always, work has continued at Sandtoft throughout the close season, but we plan a couple of working weekends before the museum reopens for 2019, on 23 & 24 March and 30 & 31 March. This will include training for fire wardens on 30 March. Please get in touch with David Hanchett (contact details on opposite page) if you would like to take part.

We also look forward to the exciting event schedule for 2019. Our feature article from David Bowler commemorates the Bournemouth system, which we will celebrate at the late May Bank Holiday with the newly refurbished vehicle Bournemouth 99 as well as a number of visiting vehicles, including a loan of the open-top trolleybus 202 from the East Anglia Transport Museum, with thanks to the National Trolleybus Association. And Dave Chick reports on progress on the Cedes-Stoll replica build - by the middle of the year we anticipate the public unveiling of this exciting new vehicle and the opening of a dedicated building to house it.

As the Museum celebrates its 50th anniversary, the next edition of Sandtoft Scene will be a special commemorative edition. We would love it if you would share your stories and pictures from the last 50 years to help us make this special edition great! Please get in touch via scene@sandtoft.org if you would like to contribute.

We hope to see you at the Museum again in 2019!

Messages from the Editors



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News from the Boardroom

Compiled by **Jason Spencer** – Company Secretary,
with contributions from **Francis Whitehead** and **Graham Bilbé**

Land Acquisition

The most exciting news for a long time is that the Museum has finally purchased the land (1.5 acres of it) for which it has been negotiating! Exchange of contracts and the purchase completion coincided and took place on 5 October 2018 and it will not be of surprise to some cynics that there were hiccups right at the last moment to our utter dismay and amended wording to a crucial clause in the previously approved contract had to be agreed by both parties before the vendors would sign - but sign they did! The news came through too late for the last edition of Sandtoft Scene as it was being printed at the time.

The deal included exchanging a small triangle of ground at the north of the land we purchased in 2008 for an adjacent, equivalent area: the purpose of this was to produce a sensibly shaped boundary at both the north and the west of our property.

We are now actively working with TA White and Sons to get both the (now adjusted) 2008 area and the new land fenced. This is a joint exercise as both parties have obligations to complete the fencing - and we hold a significant retention against the work being completed. During January, the new land was professionally surveyed and the whole boundary line was marked out ready for the fencers. We now have a comprehensive survey plan of the enlarged museum premises, including the BTS-owned Burntwood property.

A New President

I am pleased to advise that our AGM last November approved the appointment of Mr Robert G Rowe (invariably known as Bob!) as the Museum's new President - a role left vacant since Stanley King's premature demise several years ago. I will set out the basic reasons why we felt that he would be an appropriate candidate, though I hope that Bob himself might write a few paragraphs about his background for 'Scene' in due course, particularly regarding his trolleybus connections!

Bob's interest in trolleybuses goes right back to the very start of preservation in the UK, when, clearly

impressed by the little AEC trolleybus that Mike Dare was setting out to preserve, Bob became a founder member of the Reading Transport Society way back in 1961. I consider this to prove his long-standing commitment to trolleybus preservation very adequately. When I first met him he was working in management for Reading Transport - I believe as Traffic Manager - having previously been with West Bromwich Corporation and, when it was absorbed into West Midlands PTE, for the PTE itself, based at Walsall, where for a short time he worked with Ronald Edgley Cox. From his native Reading, Bob subsequently moved on to South Yorkshire PTE around 1977, and rising to a reasonably high position, which I hope he might tell us a little more about, but does prove his standing in the transport industry.

Particularly since retiring from his 'regular' paid PTE employment, Bob has been much involved in Venture Publishing, actively progressing two editions of the jointly-published TM@S guidebook. He has also penned several books on Trolleybuses, most recently the Trolleybooks-published 'Walsall Trolleybuses' (which should be available from the Trolleyshop!).

Bob still lives locally in Doncaster and quite frequently calls in at Sandtoft on all sorts of matters, actively supporting the Museum but often in 'unseen' ways. Like Stanley King, Bob seemed very flattered and humbled to be invited to be our President, but I hope you will agree, even from the brief appraisal that I can provide, it would be very hard to think of anyone more appropriate! (GDP)

Company Secretary

At the Annual General Meeting Bruce Lake stood down as Company Secretary after 20 years in the role. Bruce was thanked for his significant contribution to the work of the Museum and Jason Spencer was appointed as his replacement. With support from Bruce and the rest of the Board Jason is gradually getting to grips how the Museum operates particularly exploring what we need to review over the next year to make sure our governance arrangements meet the new Museum Accreditation Standards.

Chris and Linda Proctor

Since the AGM Chris Proctor has reluctantly decided to step down from the Board for personal reasons. After 26 years on the Board this was not an easy decision for Chris but we are all grateful to him and his wife Linda for their hard work and commitment to running and developing the Museum. Although Chris and Linda will still be managing the shop and volunteering on open days, they have both decided to scale back their involvement in the essential back office functions needed to run the Museum. As a consequence, we are looking for volunteers to pick up some of these tasks particularly the HR function carried out by Linda. Please get in touch if you are interested.

Board Membership

At the AGM David Hanchett and Ian Wilson were reappointed to the Board. Following receipt of the resignation of Chris, the Board has decided to appoint Bruce Lake as an ordinary Director to fill the arising casual vacancy. Bruce was the Board's preferred option as it had previously decided to co-opt him as a non-voting member for one year to help with the transition to a new company secretary. The records at Companies House now show Bruce as resigning at the end of November 2018 and then being reappointed at the end of January 2019 - in the last edition of Sandtoft Scene we read about his record breaking 3,000 miles behind the wheel of a trolleybus - has Bruce now set the record for the shortest ever gap in Board membership?

Appointment of Chairman and Vice Chairman

The Board has decided that going forward it will appoint a Chair and Vice-Chair annually at its first meeting following the AGM. This year Graham Bilbé has been reappointed as Chairman of the Board and David Hanchett has been appointed as his deputy.

Museum Accreditation

As you will see from the cover of this (and many previous editions of) Sandtoft Scene we are extremely proud to be an Accredited Museum. The accreditation process is overseen by Arts Council England (ACE) who want all museums to be sustainable, focused and trusted organisations, which offer their visitors a great experience. To achieve this, the accreditation scheme sets out nationally-agreed standards, which aim to inspire the confidence of the public and funding and governing

bodies and enable museums to assess their current performance and use this information to help their planning and development.

Towards the end of 2018, ACE issued a set of revised standards with which, in 2020 when the Trolleybus Museum is due to be reaccredited, we will need to demonstrate compliance. The Board has already started looking at the new standards and identifying where we need to focus our attentions so that any changes needed are in place and embedded well before the 2020 deadline.

Insurance

In December 2018 following receipt of quotations from potential insurers, the Board decided upon the appointment of a new company to provide our business insurance cover. The new insurer has experience in working with other museums run by volunteers, and were able to provide us with improved cover at a lower premium than our previous company. The cover has been provided subject to a few tweaks to our security and fire safety arrangements so the Museum has been given a timetable in which it has to make the changes.

We are confident that the improvements will be in place before the start of the new season but it does unfortunately mean that some of the onsite work we would have liked to have carried over winter has had to be reprioritised.

2019 Trolleydays

The 2019 season will soon be upon us and our Trolleyday dates and events are all arranged and set out on the back cover. It looks like it is going to be a full and varied and exciting year, with the Bournemouth 50 weekend towards the start, the 'Gathering in the middle and our 50th Anniversary Gala towards the end - in fact on the actual anniversary of the purchase of the original 3.95-acre museum site by the late Mike Dare.

In addition, June will see the unveiling at Sandtoft of the UK's newest trolleybus - in the form of the replica the Museum has commissioned of a 1911 Cedes Stoll vehicle. It will be a memorable weekend, so spread the word, come along and bring people with you. An update of the Cedes project appears on page 20. We look forward to catching up with old friends and welcoming new ones throughout the Season.

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The Museum-BTS Joint Working Group

With the remit for the long-awaited Joint Working Group (JWG) of the Museum and the BTS agreed by both the Museum's Board of Directors and the committee of the BTS, the initial JWG meeting took place in late January.

The main function of the JWG is to take the lead on behalf of both organisations in planning and general liaison with various authorities and other stakeholders for the structured long-term development of the combined TM@S and BTS premises. Following calls to their members for ideas and suggestions, the Museum and the BTS have both formulated and tabled their own aspirations for a redeveloped museum and find that both sets of aspirations blend together very well.

The JWG now has the task of researching all aspects of what is jointly required, including possible layouts, logistics and practicalities, design and aesthetics and, of course, costs and possibilities for funding. There is also a basic need to assemble much data: planning applications will require technical information, including about projected employment and traffic generation, whilst grant applications will call for all sorts of data, amongst other things, about our organisation, its governance, financial history and management, visitor profile, statistics and feedback, a demonstrated need for the project in hand and its benefit (including the benefit to the community).

There are four representatives on the JWG from each partner organisation. Graham Bilbé, Francis Whitehead, David Hanchett and Kieran Proctor have been appointed by the Museum's Board, and Dave Chick, Martin Harvey, Roy Fawcett and Helen Cross have been appointed by the BTS. From time to time, additional participants may be called upon, very likely if particular expertise or input is required. The JWG will be limited to making recommendations only (with reasoned back-up reports, of course) to the Museum Board and BTS committee for their approval and endorsement.

The initial JWG meeting looked at many of the ideas that have been put forward and broadly considered how to work together to the best advantage. The Group was also briefed by Gerardine Mulcahy-Parker, a consultant who, via the Museum Development Yorkshire 2018-9 Support Programme, has been working with Francis Whitehead and Dave Chick on preparing to fundraise. Gerardine gave an insight into the sorts of detail that major funders look for in funding applications – information that should prove very useful as our development plans start to take shape.

Situations Vacant

The Museum has various voluntary posts to fill for the 2019 season. If you would like to help the Museum out by filling one of them or know someone who would we would love to hear from you. The Museum is very keen to increase its volunteer base, as many hands make light work. And after all, it is a fun, and very worthwhile place to be. We are just open for about fifteen weekends a year, so the number of hours required is not overbearing by any means. In any case, you would not have to be at the Museum every time it is open of course!

RETAIL SERVICES MANAGER

Looks after the various teams at the Museum, who run the Café, Shop and Ticket Office (Reception). Staffing responsibilities are currently shared with the Café Manager and the Roster Manager. Qualification or experience are not necessary, but a basic knowledge of business practice, basic accounting and stock control are essential. A familiarity with computer use to a good level is important. It is not necessary for the post holder to attend the museum every time it is open. Department heads can look after their section on a day to day basis. Indeed the post could easily be split between two or more people.

VOLUNTEER RESOURCES MANAGER

Looks after our valued volunteers at the Museum. From welcoming new volunteers, to keeping simple records of who would like to do what and the like, the Volunteer Resources Manager is an invaluable member of the Management team. It is not the most demanding of jobs on open days, so can be combined with most other roles at Sandtoft or could be taken on its own. Basic computer skills are essential and a simple understanding of employment practices would be an advantage.

Situations Vacant

CAFÉ MANAGER

Runs the café when the Museum is open, managing a small but dedicated team to provide our visitors with the food and beverages that they have come to enjoy at Sandtoft. This includes overseeing the work roster, planning what purchases are required and delivering the service on the day. An enjoyment of 'hands on' working is essential! Works closely with the Assistant Manager. The Manager would not need to be at the café all the time, or on all days, as the team can deputise when the Manager is not able to attend. Qualification or experience is not necessary, but a current Food Hygiene certificate [preferably level 3] would be an advantage, as would experience of catering. Experience of our Museum would also be an advantage, but not necessarily essential.

ASSISTANT CAFÉ MANAGER

Works closely with the Café Manager in running the café, deputising for the Manager when they are not there. An enjoyment of 'hands on' working is essential! The Assistant Manager would not need to be at the café all the time, or on all days. Qualification or experience is necessary, but a current Food Hygiene certificate [preferably level 2] would be an advantage, as would experience of catering.

CAFÉ TEAM

Our Café Team are members of a small but dedicated team who provide our visitors with the food and beverages that they have come to enjoy at Sandtoft. An enjoyment of 'hands on' working is essential! Qualification and experience are not necessary, but a current Food Hygiene certificate [preferably level 1 or 2] would be an advantage.

ENGINEERING STAFF

(Mechanical, electrical and electronic)

As the Museum has the world's largest collection of trolleybuses there is an unlimited amount of restoration to be done, not to mention the routine maintenance of the vehicles to allow them to run in service for the public. Jim Sambrooks, the Workshop Manager would love to hear from you if you would like to join his team, working away behind the scenes on our historic vehicles. We urgently need help in this department, to be able to continue to present a world class trolleybus collection. No experience is necessary, you can give as little or as much of your time as you like. Not just on open days. All training, tools, equipment and so on will be provided. No matter what your background, from fleet engineer to complete engineering beginner, Jim would love to hear from you.

FIRE WARDEN

The Museum's fire wardens have an essential role when there are people on site. They help keep our staff, visitors and our collection safe when there is a fire alarm. No experience is necessary, as a training course is offered. This is a very interesting if short course, and yes, it does involve dealing with real fires. Controlled ones of course. Anyone wishing to become a fire warden should contact David Hanchett, Health and Safety Director at davidhanchett@sandtoft.org

If you are able to help us, please, please contact Jason Spencer, the Museum's Secretary at jasonspencer@sandtoft.org. All volunteers are asked to join, or already be a member of, the Museum.



Chair's report – Graham Bilbé

Graham's report, reflecting on the operating year just past, commented that it had not been an easy year – there had been both highs and lows for the Museum.

To start with the lows, we continue to struggle with staff shortages – in particular to the cafe team who have been depleted due to the ill health of Pam and Terry. Thanks to everyone who has stepped up.

We have also lost a few members, notably David Brown, Steve Collins and Brian Deans.

David Needham, our membership secretary, has been unwell but continues to deliver mailing lists for Sandtoft Scene. If anyone would like to become David's understudy please contact us.

On the sunny side – we have bought some more land! Tidying up of the site continued over the winter, with thanks to John Whipham. Traction Pole painting has continued – one or two we know require replacement. We still need to get the new depot up – it will be situated behind the memorial garden – progress has now started on the ground works.

The main depot building is showing its age: two doors have had to be removed for the time being due to the condition of the runners.

Some big vehicle restorations are continuing: Reading 144 has been repainted and was on display in Reading last week, Jo'burg 189 being worked on professionally by Ian Barrett.

Great events this year. At Easter we had a good start to the weekend with shunting training for our staff which has paid off as there have been no accidents this year. However, the weather was poor, and on Easter Monday we took the difficult decision to close to visitors. This was the right call but disappointing.

More events have had visitors this year like the Fairground Organ Preservation Society AGM, the 1960s weekend saw the Rolls Royce Car Club and singers, the East Yorkshire Thoroughbred Car Club visited when we relaunched Doncaster 375. Graham remarked how nice it was to see a local vehicle up and running, well done to DOL&RS, who celebrated their 60th birthday this summer. In August the Jaguar Car Club visited.

Other events included the Huddersfield 50th Anniversary weekend, Gathering Saturday was great, the weather not so great on Sunday. The Reading weekend coaxed 5 trolleys to life a lot of people helped run them 50 years on. David Dukes did a lovely 10 page article for Bus & Coach Preservation magazine – great publicity for the museum.

In September we hosted the second Steam Rally – we are still learning about how to make it work for us but hugely popular event. More recently the Isle of Axholme event also sadly suffered with poor weather. Yesterday's Twilight Event was a very good Saturday, big take on the gate, the great weather really does help.

A couple of photo charter events have also been popular, these result in great photographs and good publicity for the museum.

Thanks to all regular volunteers, fantastic effort this year. Including the Wednesday gang whose work on vehicles and site painting all improve the place. Tony Ferris, John Whipman and Dave Lovegrove deal with day to day issues. Stewart David and Ian Metcalfe who prepare the trolleybuses for open days. For Sandtoft Scene, thanks to the editorial team and those who contribute it is good to have a variety of voices. Ian Wilson, who looks after the DVLA aspects for our vehicles and road going bus operations. Stewart David gets another mention for his coordination of volunteers and preparation of the duty roster. Dave Chick and Dave Hall have prepared film and slide shows and other displays. And to thanks to those who I haven't mentioned – your efforts are appreciated, I simply haven't got time to mention you all.

And lastly thanks to our Board. Dave Hanchett been on the board for a year, has done a lot including taking on the health and safety role. Bruce has been secretary for 20 years and is stepping down. Very very big thank you for keeping the Board on track. Bruce is staying on as an advisor to the Board. Grateful for Jason for stepping up to take on the role of Company Secretary.

Special mention to Francis. Apart from the accounts, also done a huge amount this year from planning application, publicity, negotiation on land purchase, also on 144 and 589.

Museum President

Graham introduced Bob Rowe, a founder member of Reading Transport Society, who now works in publishing. Graham thanked Bob for agreeing to become our President.

Francis Whitehead Financial Report

This report is for the financial year Feb 2017-Jan 2018. This period saw BTS purchase Burntwood with the Museum funding £55k of the purchase price.

Income and expenditure - 2016 saw David Croft's main bequest, but a little more came through this year. General income is up for the last two years but donations and bequests more variable. Biggest income in 17/18 was bequests (23%) admissions (15%) and other donations. Sources vary year on year. For example, Gift Aid we can claim back for previous years and comes in in clumps. Membership has grown since 2015, over £10k this financial year. Admissions over £30k. Shop and catering takings also over £30k. We have also expanded our TDE offer which has been a financial success. Credit to Stewart David for this idea, and to Richard Jackson for managing these events.

Expenditure main items are museum expansions and development (32%), repairs and improvements (31%). Catering takings and costs are up.

Improvements major items: site, overhead, Maidstone 56, and Cedes replica (£15k). Cash in bank last year was over £500k but will be depleted this year.

Accounts adopted.

Election

Following Bruce Lake's decision to stand down as secretary, Jason Spencer contacted us and offered to stand. Jason addressed the meeting, telling us about his history with trolleybuses, including travelling on a Bradford trolleybus in service (when less than 6 months old). His first visit to Sandtoft was with his dad, but he didn't return again till recently, and last year got a TDE for Christmas. Jason has worked for companies and charities as a secretary, currently for the National Park Authority. He recognised the challenges and opportunities facing the Museum and stated he would very much like to be part of them.

Two ordinary directors were retiring by rotation: Ian Wilson and David Hanchett. They were reelected with 32 and 36 votes respectively.

Open session

Following the election, Dave Chick gave a presentation on the progress made building the Cedes Stoll replica which will be delivered to the museum in the late Spring 2019.

Other issues discussed included the new land purchase and plans to modify the site including improving and widening access to the Burntwood site.

Plans for improvement of the main site road surfaces are focused on the badly degraded concrete strip next the kerb on the back straight.

Discussions on disability access eg. on providing a low floor access bus or modified bus. Options considered included a low floor bus offered by Stagecoach. A front loading trolleybus could be adapted by having entrance centre grab rail removed and a row of seats taken out. However, commercially available ramps have been considered but are not really suitable.

It was suggested the Museum might hold a Volunteers day to recruit more volunteers with free rides and demonstrations, and a buffet lunch. Other suggestions including sending a bus to Doncaster Town Centre staffed by volunteers from time to time, or to local festivals, such as the festival of the plough? If a bus can't be taken, staff a table display? It was noted that this would tie in with consultation that we will have to do to get Heritage Lottery Funding.

Is there a minimum age for Volunteers? The Museum has a Child, Minors and Vulnerable Adults Policy. Although some tasks cannot be undertaken by children, with adult supervision, a child who is risk assessed as competent can volunteer with the museum.



Wanted

**Button A
and Button B
telephone**

*Please get in touch
if you can help us
find one!*



Bournemouth *Looking back half a century*

I spent much of the cold but sunny third week of April 1969 in Bournemouth preparing for an event which, although I could not have realised it at the time, was going to have a major influence on my life even fifty years later – the town's trolleybus abandonment.

In a lifetime spanning almost 35 years from 13 May 1933 until 20 April 1969, Bournemouth's primrose and maroon trolleybuses developed a considerable reputation and had a number of unique or rare features. In the days before package holidays on the other side of the world when holidaymakers spent a week or a fortnight at a British resort, Bournemouth was one of the country's leading seaside destinations. The town was rightly famed for its clean beaches, beautifully tended gardens, pine tree-lined streets, wide choice of entertainments and sheltered South Coast location. The silent service provided by spotlessly clean and well maintained trolleybuses, crewed by smartly attired crews fitted this ambience perfectly.

Let's look at some of those special features:

■ The conversion of the town's tramway system to trolleybus operation was planned to take three years but was accomplished in just 22 months. Some of the replacement services experienced a growth in passenger figures exceeding 30% in their first year.

■ With its 103 Sunbeam-BTH MS2 vehicles equipped with a rear entrance/front exit body of Park Royal design, Bournemouth had the largest fleet of trolleybuses of the same make and design of any operator in the British Empire excluding London Transport (the second largest fleet of Sunbeam MS2s were the 96 examples with Cape Town's City Tramways).

■ The introduction of services on the 1 in 8 (12.5%) gradient of Richmond Hill on 7 June 1935 was subject to vehicles being equipped with a coasting brake to limit their downhill speed and emergency run-back brakes to offer more safety when travelling uphill. Subsequently the Ministry of Transport stipulated the use of a coasting brake for trolleybuses whenever descending prescribed steep gradients in Bournemouth, Brighton, Hastings, Huddersfield and London.

■ Due to the lack of space for a turning circle and the absence of suitable side streets, when the Christchurch tram route was replaced by trolleybuses in 1936 a turntable was installed in a pub yard as a terminus. It remained in use throughout the trolleybus era and then by motorbuses until 1973. There was only one other turntable used as a trolleybus terminus in Britain, a short-lived one in Huddersfield, although others existed in depot complexes.

Undoubtedly his favourite type of trolleybus, Driver David Bowler stands with Sandtoft's Bournemouth Sunbeam MF2B no. 297 in 2018. (David Bowler)

■ Many of the routes, as well as several authorised routes that were not built due to the outbreak of the Second World War, traversed sparsely populated semi-rural parts of the borough. Despite having 30 minute or hourly frequencies they were considered as successful and as contingencies for the town's rapid growth.

■ Far fewer people visited Bournemouth following the outbreak of the Second World War leading to a surplus of vehicles. The Council loaned a total of thirty trolleybuses to hard-pressed operators in Llanelly, London, Newcastle upon Tyne, South Shields, Walsall and Wolverhampton. This involved more loans and more recipients than any other donor.

■ The Transport Department generated traction power at its Southcote Road Generating Station, however, upon the nationalisation of the electricity industry in 1948, exceptionally Bournemouth, as just one of two municipal transport undertakings, was permitted to continue to produce its own electricity. This continued until September 1955 when the need to renew expensive equipment at the generating station made it cheaper to take bulk supplies from the Southern Electricity Board.

■ Bournemouth was one of the few British operators to use open-top double-deck trolley vehicles in regular scheduled public service, admittedly on services targeting tourist traffic. The only others were Hastings and West Hartlepool, apart from a few early demonstrations. It was the sole such operator worldwide in post-war years.

■ Bournemouth was the last British trolleybus operator to place an appreciable order for entirely new vehicles. A total of 39 Sunbeam MF2Bs equipped with Weymann rear entrance/front exit body, entered service between August 1958 and October 1962. Indeed, the last new trolleybuses to enter public service in Britain were Bournemouth's nos. 301 and 302 on 1 November 1962.



Gervis Place was the starting point for all trolleybuses using Christchurch Road, however, BUT9641T no. 235 is just passing through on the trunk service 25 which ran between Boscombe and Westbourne via Holdenhurst Road and Poole Road. The trolleybus was delivered in 1950 and rebuilt without a front staircase in autumn 1962 thereby increasing its capacity. (Roger G. Funnell; courtesy Mrs D. Funnell and Rodney Funnell)



Bournemouth Sunbeam-BTH no. 208 dating from 1934 is seen outside Castle Lane (Mallard Road) Depot in the early 1960s. In the background stands open-top Sunbeam MS2 no. 200. (Roger G. Funnell; courtesy Mrs D. Funnell and Rodney Funnell)

■ Bournemouth was the last British resort and the last town in the South of England to operate trolleybuses. The system's late survival and the fact that many young trolleybus enthusiasts took summer holidays there ensured that the Bournemouth trolleybuses remain fondly remembered today.

The final months of the Bournemouth system were characterised by enthusiasts' tours using preserved trolleybuses from a wide variety of erstwhile operators, including examples from Glasgow, Huddersfield, London, Maidstone, Portsmouth, Reading and Rotherham. The open-minded and supportive approach of Ian Cunningham, the Bournemouth General Manager ensured that his system was given a proper send-off. The Last Trolleybus Week (14-19 April 1969) featured a trolleybus-operated special service from Bournemouth Pier to Castle Lane (Mallard Road) Depot where a special exhibition was staged in the depot canteen. A commemorative brochure was issued. On the final morning two preserved trolleybuses ran on enthusiasts' tours then, in the early afternoon a total of nineteen trolleybuses, packed with enthusiasts and members of the public taking a final trip, made their way from the Pier to Christchurch and then to Castle Lane Depot. No other former trolleybus operator ever put on such an event before or since!

The Trolleybus Museum@Sandtoft with a 1935 Sunbeam-BTH MS2 and two Sunbeam MF2Bs on-site, is well placed to celebrate the Fiftieth Anniversary of the Bournemouth Closure and a special event is scheduled for the Late May Bank Holiday Weekend. A new fully detailed and definitive history of the Bournemouth trolleybus system is scheduled to be published during the weekend.



Line-up preparation



Bournemouth 297 follows a traction engine round the site

Steam Weekend

22-23 September 2018

All photos by Paul Morfitt

The line-up



Maidstone 72 and Bournemouth 297 preparing for the line-up



Doncaster 375 also has silence and speed but we'll concede the strength to the Garrett



Conductor's eye view

Between the puddles and the trees
it is Bournemouth 297 (PM)



The Isle of Axholme

Running Day & Rally 2018

A report by Kieran Proctor

I have been asked to provide a brief review of the 2018 Isle of Axholme Running Day and Rally event held in October; so here it goes. It Rained.

Ok, perhaps just 2 words is a bit too brief!

I can't escape the fact that the rain played a large part in the day's events though. Despite it brightening up in the late afternoon the early downpour had taken its toll. Unfortunately, visitor numbers were not great as a result and of the 44 visiting vehicles that had pre-booked to attend, only a handful braved the elements to join us on the day.

However, what sets this event apart from others on the Museum's calendar is the 'Running Day' aspect, where we have buses operating on free services right across the

Isle of Axholme. I'm please to say that despite the rain, these services all ran as planned and were well-used by people on the Isle as well as by museum visitors.

These services mainly employed visiting vehicles to operate alongside Museum resident, Doncaster 55. These visitors included a 'Super National' which was designed as an executive commuter bus, having plush sofa style seating and all the mod cons of the day including a fax machine and telephones you could use 'on the go'. I doubt that many of our visitors needed to send a fax on the way to Thorne, but it's nice to know we could provide the option.

Other preserved buses in use included a Bristol SC, a DAF SB220 and a bright yellow MCW Metrobus, trying its best to brighten up the day. >>>



Passing the cycle shop is Reading 181 (PM)



The driver of Doncaster 375 does their best to avoid the puddles (PM)



Alex Proctor on the Westwoodside service (AP)



Different generations of Doncaster's public transport on show (PM)



Did we mention the rain? (PM)

We also managed to borrow some buses that still 'work for a living' in the shape of a Volvo B10 from Isle Coaches, an Enviro E200 MMC from Stagecoach Lincolnshire and a Volvo B5 Open topper from Stagecoach Cumbria. In hindsight it was probably tempting fate a little, planning to use a bus with no roof, but if people are willing to send a bus all the way from the Lake District to help us out, we can't really say no.

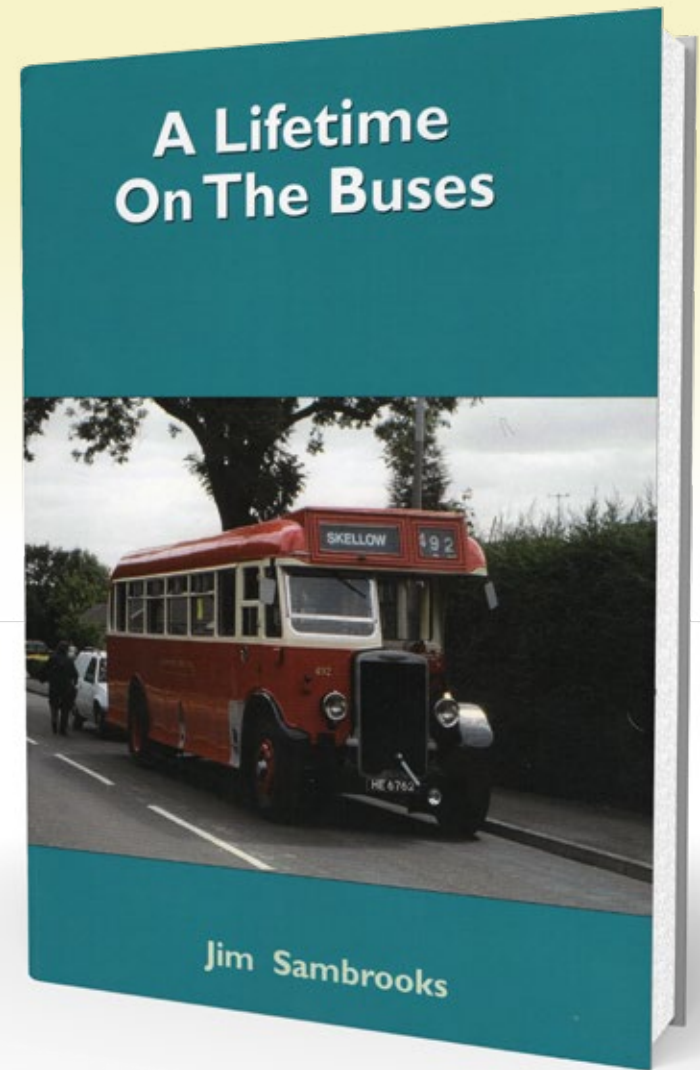
Back on the Museum site we had all the usual offerings, plus a few occasions where visiting vehicles took to the Museum's roads to create street scenes of old meeting new or accidental period meetings for the photographers amongst us to enjoy. Unfortunately, I always seem to be driving something when these happen, but hopefully everyone else got the chance to make the most of these opportunities.

As a little side note. Doncaster Omnibus & Light Railway Society, this year celebrated its 60th anniversary and were so pleased that they were able to have their own trolleybus operating at their event for the first time in a long time. Doncaster 375 is proving to be a popular bus since entering service after a lengthy restoration, so hopefully we shall see it in operation a few times in the 2019 season.

So in summary, it rained but we soldiered on to make the day the best that we could. As the event organiser I would like to thank all the staff who kept trolleybuses moving, tea urns hot and the Museum open for the day. It's on cold wet days in October when dedicated volunteers such as ours prove how invaluable an asset they really are.



Alex Proctor on the Westwoodside service (AP)



'A Lifetime on the Buses'

by Jim Sambrooks

Our Workshop Superintendent, Jim Sambrooks, tells the story of his years in the bus industry starting with London Transport at the age of fifteen, to his retirement from First Bus in Doncaster aged 65. The pages also describe his involvement with the Trolleybus Museum over its fifty year existence and with the Doncaster Omnibus and Light Railway Society.

92 pages, 100 pictures, all but one in colour. Published by Venture Publications and available from the Sandtoft bookshop price £20. Any profit from the book will go directly to the preservation of Doncaster 22 which is pictured on the back cover with the author.

Twilight day also involved sunshine in which Maidstone 72 looks good



Huddersfield 619 demonstrates the welcome glow of a trolleybus on a dark night



Twilight Running Event

17 November 2018

All photos by Paul Morfitt



The line-up included Doncaster 22 as well as the trolleybuses



South Shields 204 will be next out as the light fades

Cedes Replica

Progress Report

January 2019

Offside rear painted
(Jirka Kovář)

Great progress has been made and by the middle of the year the replica will have received its public unveiling and we hope to have opened a dedicated Cedes Museum to house it.

I visited the project worksites on 8 November and saw the substantial progress that had been made since my August visit. The trolley had been completed and on behalf of the Museum I accepted it as being complete.

By then the body had been fully panelled and the roof put on. The main windows (i.e. the five large nearside and five large offside windows) will be easily removable. The photo taken in EH Bayley's works in 1911 shows the original vehicle fully glazed, but in the 1912 film of it being demonstrated in West Ham it can be seen that the windows had been removed and some of the passengers have their arms resting on the window ledges.

In the workshop, one of the Keighley photos has been blown up to A2 size and the enlargement shows the position of the interior lighting. It also highlights that the pillar of the doorway to the saloon seems unusually thick, and closer inspection of all the photos and the film seems to show that the saloon had a

pair of sliding doors, so a similar arrangement is being added to the replica.

Since my visit all the body mouldings have been fitted, the bodywork has been primed and two coats of paint applied. Although legal lettering was not carried during the period depicted by our replica, we have had some applied to the nearside rocker panel to indicate the ownership of the original vehicle from the time it was built until April 1914 when it was purchased by Keighley Corporation Tramways. Apart from making the historical point the lettering also helps to relieve the single overall colour. Only seven photos of the original vehicle are known to exist and all were taken in the period 1911 – 1913. It must have been painted into Keighley colours at some time but no photographic or documentary evidence is known to exist to confirm that.

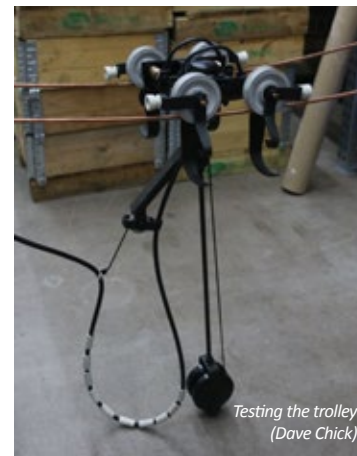
The electrical equipment has been assembled and tested in Plzeň and was to be fitted to the chassis by mid-February, with the body being fitted to the chassis at the end of February. From March the vehicle will be fully tested before delivery to Sandtoft. Some UK members of the project team will be making a final inspection in mid-March.



Nearside front painted (Dave Chick)



Nearside rear unpainted (Dave Chick)



Testing the trolley
(Dave Chick)



Nearside front painted (Jirka Kovář)



Cedes electrics
(Richard Polak)

A Cedes Museum is planned as an additional building at the Trolleybus Museum at Sandtoft. It will house the replica and a permanent exhibition telling its story.

Sandtoft's Cedes will be launched at the Museum on the weekend of 29 and 30 June. Several members of the team which has been building the replica will be attending and we are planning to make this a very special weekend. Already we have learned that a couple will be coming from Russia for the launch event and are building a holiday in the UK around it.

Watch out for details of our plans in the April edition of **Sandtoft Scene**. (Dave Chick)

Reading 144 visits Reading



On 3 November 2018, Reading 144 was displayed outside Reading Town Hall to mark the 50th Anniversary of the system's closure. This was part of the Heritage Lottery Fund supported series of events that the British Trolleybus Society had run alongside Reading Museum and TM@S during 2018. Preserved Reading motor bus no.3 also provided free rides along former trolleybus routes.

The preceding evening Dave Hall had hosted a sold-out film show at the town hall. The new edition of Dave's book on the system from Trolleybooks was also launched that weekend.

Reading Museum's main display about the trolleybus system finished on 3 November. It has, however, proved popular so will probably be reinstated in a smaller form for a short time.

Photograph: Dave Hall posing with 144 and his book. Available in the Sandtoft shop and online. (IB)

Steve Collins

We are sorry to announce the death, after an illness, on Friday 2 November 2018 of Steve Collins.

Steve was an early member at Sandtoft and brought several historic trolleybuses to the Museum. I first met Steve during my first working visit to the Museum when he brought Nottingham 493 onto site at Easter 1970, many other vehicles followed from the doomed Plumtree site, the tale of which has been recently documented in 'Scene'. He became a member of the Board of Directors when the Museum changed from being an Association to a Company Limited by Guarantee.

He developed quite a reputation for bringing derelict vehicles in and when Mexborough 34 arrived Steve was told, in no uncertain terms, that this sort of thing simply had to stop, it was a BTS vehicle and Steve had only advised on preparing it for towing. Other derelicts rescued by Steve with his preservation partner, Tom Bowden, include Rotherham 74 from a quarry in Braithwell – now being restored to a very high standard as Rotherham 73 by the Rotherham Trolleybus Group – and Nottingham 367 from a field in Lincolnshire – 367 has been receiving attention from John Whipham for some time. When Steve restored a trolleybus it was done properly; vehicles concerned include Nottingham's 493 and 578, Derby 175 and London Transport 1812 amongst others.

Steve edited the 'Gathering programme for a few years and described a Morris van in different way each year from "being used as an Eyesore and Mobile Tone Lowering Unit", "a funeral directors vehicle" and having been used



by "Ladies of the night". The vehicle was entered by Steve Blood and when Steve ran out of descriptions for the van he started playing with the owner's name. For one 'Gathering Steve displayed the "Cloggin Collection of Wresident Wrecks and Wrancidities"; these included vehicles undergoing restoration and others such as the aforementioned 367 awaiting their turn. One owner objected to his vehicle being described as a wreck, it was being restored. During Steve's occupation of the Editor's seat people would say it was worth attending the 'Gathering just for the programme.

He had a way with names; an entrant for the 'Gathering was named as "Raskin Pules" and it was he that bestowed the name "Rancid John" on John Law, in return John applied the name "Cloggin" to Steve who somehow seemed to get the better part of that exchange and both parties accepted their nick-names with great delight.

Although not being able to visit Sandtoft very often in later years Steve will be sadly missed, but his memory will live on. *Jim Sambrooks*



Nottingham 367 at Sandtoft June 2013. Photo: Keith Hopkinson.

I have known Steve since 1970 when he brought Nottingham 493 to the Toft (as we called it) to be part of the collection. As the years went by he and Tom Bowden collected many vehicles, this culminated in Nottingham 367. This came from Sid Leverton's yard where it had been lying for some 20 years. Over many years he had begun to restore this vehicle to as it was when in service. To commemorate the life of Steve Collins, both myself and John Whipham would like to carry on Steve's work. We do however need some help, both physical and financial to complete this project. If you are able to assist us please write to the Museum and we will get back to you. *Dave Lovegrove*

Pam Cole

We are sorry to confirm the death on 21 December of Pam Cole, known to many of you as Pam Besser, manager of the Tea Trolley Café. After ably managing the café through the last 4 seasons, Pam was taken ill this autumn. Despite her declining health she celebrated her marriage to her long-term partner, Trevor Cole on 27 November. Pam's funeral on 4 January was very well attended by friends from the Museum as well as Pam's family and commemorated her life spent working in the hospitality industry.



Vehicle & Site Preservation Reports

Contributors: Bob Ashton, Anthony Barnes, Andy Baxter, David Hanchett, Jim Sambrooks and Francis Whitehead.



Newly arrived Bournemouth 301 (PM)

Despite it being the closed season the Museum still sees our volunteers turning out. Even the worst of the weather doesn't stop them getting things done. It is possibly not said enough – thank you for your efforts.

Trolleybuses

Bournemouth 99

As part of getting no.99 operable for the Bournemouth 50 weekend at the end of May, the burnt-out forward resistor bank has been removed by Jim Sambrooks with help from new volunteer Bradley O'Connor. Bob Ashton was due to take it to a specialist firm in West Bromwich in early February for a quotation for refurbishment work to be obtained. The asbestos heat shields covering the access flaps have been carefully removed and bagged for disposal.

Bournemouth 301

As a "return load" for the Reading 144 tow to Reading on 30 October 2018 (see below), no.301 was towed to Sandtoft. It had been stored undercover in the Reading area for several months following its acquisition by the BTS and its transfer from storage at Winkleigh, north Devon.

Cleethorpes 54

Further gloss paint has been applied to the exterior bodywork: this recent attention has been to the light blue relief bands.

Doncaster 375

A full new set of low voltage traction bulbs for the interior lights and the destination boxes have been sourced and inserted. It seems that 40 volt 40 watt bulbs are not available so for now, 50 volt 40 watt bulbs are being used. A few adjustments may be required due to the voltage difference. >>>

Johannesburg 589

The front-offside hub & brakes have been dismantled, degreased and inspected. Once dismantled it was found that the brake chamber lower casting was cracked and distorted and the brake piston/push rod assembly was bent. Replacement parts have been sourced. With no significant wear found on remaining components, all were primed and painted silver and the hub and brakes rebuilt, packing the hub bearings with fresh grease.

As with the nearside, the front-offside spring swinging shackle was stripped as there was excessive side play evident: upon inspection, it was found that, again, there were no shim washers fitted, allowing the swinging shackle to wear out a circular trough in the chassis rail. New shim washers have been made to the correct sizes to take account of the wear and the assembly refitted.

The remaining rear brakes and hubs have been stripped and degreased. Upon inspection, it was found that the brake adjusters were seized up and there was a severely worn brake camshaft bush on the first axle; accordingly, a replacement bush has been sourced and fitted. One of the rear brake drums has a large crack in it and we are awaiting a replacement to be found. All remaining components were then primed and painted silver, the brakes rebuilt with new oil seals fitted to the brake camshafts, and the hubs rebuilt with new grease.

The rear offside spring was found to be broken on its main leaf. This was removed and a new one has been manufactured. Whilst the spring was off, the main spring bearer bracket bolts were removed and replaced as they were all loose or broken. All was reassembled with the spring anchor pins being re-shimmed to enable a snug fit.

The offside part of the chassis has been cleaned, de-rusted, primed and painted silver.

The air tanks have been painted and refitted to the chassis using new pipework as required. The compressor, refurbished along with the traction motor in the middle of last year, has been refitted and piped in using new pipe as necessary. and a new non-return valve supplied.

A replacement door control unit in the cab has been sourced and fitted and the door gear has been piped up using new pipework throughout. All has been tested and works satisfactory.

The air windscreen wiper motors and mechanisms have been stripped, cleaned, repaired as necessary, re-assembled and tested. One of the linkages was bent and has been straightened; and one of the motors had some leaks, so these were remedied using parts from a spare motor. All parts have been painted ready for fitment.

New wiper control valves have been sourced and fitted to the dash panel, along with all new pipework.

The lighting switch panel from the cab has been stripped, cleaned, checked, painted and rewired; a new insulated rear panel has also been made. Replacement horn and dipper switches have been sourced and fitted. Wiring looms have been made for the dynamo, cab lighting circuits and cab lighting switches, and feed cables to the saloon lighting and rear lamps, etc. Trunking has been fitted to the offside of the lower saloon and cable run for the offside lower saloon lighting.; new conduit has also been fitted to the lower saloon ceiling for cabling to cross over to the nearside.

Work has steadily progressed during the past few months on the cab and to the lower deck: a detailed report will appear next time.

Reading 144

No.144 was taken to Reading on 30 October 2018 to be displayed outside Reading Town Hall on 3 November, the 50th anniversary of its trip to Tilehurst as Reading's last trolleybus. It was kindly housed in Reading by Reading Transport – and at the time of writing, (and by arrangement with the CEO), was still there to help out over our current shortage of undercover space at Sandtoft.

South Yorkshire 2450

The three-man team continues working on this vehicle. The accelerator pedal control panel cover underneath the cab has been found to be missing and the wires from it cut. Electronic components continue to be inspected and faulty items replaced.

Motor Buses

Bradford 558

Time in the workshop has been used to complete a number of jobs on its chassis units.

Doncaster 22

After refitting the gearbox the bus attended the Lincolnshire Vintage Vehicle Society's open day on 4 November but engine problems mean that the power unit will have to be returned to its restorer, Graham Green, for rectification. To achieve this, the bus will be driven south to Fifield when space there permits. A new night blind has been made by the upholsterer at Doncaster Market and fitted to the bus.

Doncaster 94

Work is progressing at a fantastic rate, both mechanical and body-wise. On the mechanical side, the front axle and springs have been removed for spring re-tempering in an attempt to make the bus stand upright after leaning to one side for all its life in preservation. This might not cure the lean as the chassis cracked just before it left

service and was welded and strengthened by Doncaster Corporation before re-entering service. One major problem has been obtaining the correct "Metalastik" shackle pin and bush assemblies. The solution came about with Keith Hopkinson who had nine of them in his possession. Chris Morley has repaired the offside front wing and patch-welded the under cab area exposed by removal of the wing. Chris has also refurbished the roof vents. The bonnet and nearside wing have been removed to allow de-rusting and painting of the steel areas that are otherwise inaccessible. Undercoat has been applied to much of the exterior panelling.

Doncaster 112 (The 'Tar-Burner')

At the same time as collecting 94's wing, Chris Morley collected both front wings from no.112. His van had to be specially weighted down to stop it taking off with all the wings inside it. (Bad jokes are our job - Ed.) These were refurbished and returned a couple of weeks later.

Ancillary Vehicles

Ferguson tractor

Grey gloss is now being applied when weather permits.

Traffic Department Management Structure 2019

OPERATIONS DIRECTOR

Ian Wilson

DEPARTMENT MANAGER

Stewart David

DEPUTY TRAFFIC MANAGER

Chas Allen

RESERVE ASSISTANT TRAFFIC MANAGER 1

Ian Brown

RESERVE ASSISTANT TRAFFIC MANAGER 2

Richard Jackson

DUTY INSPECTORS

Paul Morfitt and Ian Brown

TROLLEYBUS DRIVING INSTRUCTORS

Bruce Lake and Chas Allen

TROLLEYBUS DRIVING EXAMINERS

Chris Proctor and Graham Bilbé

CONDUCTOR ASSESSOR

Mike Johnson

CONDUCTOR TRAINERS

Paul Morfitt, Ian Brown, Pat Wilkinson, David Hanchett

The above amended structure will take effect from the start of the 2019 operating season.

Workshop

The workshop requires quite a lot of attention to keep it fit for purpose. The concrete at the edge of the pit needs to be repaired as, over the years, the edges have broken back with buses being jacked up right at the concrete edge. Quotes are being sought to do these repairs and fit a steel rail for jacking vehicles from. For the time being, buses are not to be jacked up whilst over the pit. Quotes are also being sought to apply non-slip paint to the workshop floor, designating working areas, walkways and storage areas. Jim Sambrooks has put in many hours in planning and effort with his team to keep the facility operational.

Site Work

New recruits, Anne and Digby have re-decorated the ladies toilets, given the Regal Cinema and the prefab a spruce up, along with a host of other jobs.

As a point of interest, a radiogram in the Regal has been removed and broken up due to extensive wood worm. Museums that specialise in furniture preservation would have put it in a super-sized deep freeze to kill the worms every so often as well as using preservatives from time to time. Sadly, we do not have that kind of equipment available.

The hedge and one tree west of the memorial garden have been removed ready for the building of the new depot.

The leaves from autumn continue to blow around and be swept up by Paul Colegate, Len Smith and others.

John Whipham has reset some of the paving slabs that had sunk at various places around the site over the years. He has also resurrected a really useful footbridge across the ditch to Burntwood, saving the otherwise long walk round to that area. We now have our very own Wobbly Bridge – never mind going to London to experience one!

The roadside ditch in front of Burntwood has been cleaned out, and a new, albeit, temporary type fence is to be installed along the front boundary to make the place more secure. Longer term, the BTS are proposing to plant a thorn hedge there.

Preparatory work has been undertaken ahead of the replacement of two traction poles before the new season starts. Andy Feather is to oversee this task, assisted by the Museum's site team. Andy has also agreed to undertake the annual inspection of the trolleybus overhead this year.



RUNNING DAYS IN 2019

Open 10.30am - 4.30pm unless stated otherwise

| | | |
|--|--|--|
| Season Start-up Weekend Trolleydays | Saturday 6 April Sunday 7 April | |
| Easter Weekend Trolleydays <i>with Easter Egg Hunt for the Children</i> | Saturday 20 April Sunday 21 April Monday 22 April | FREE BUS |
| Trolleyday Plus - with <i>Lincolnshire Louth Car Club Classics Show</i> | Saturday 4 May | |
| Trolleyday Trolleyday (<i>May Day Bank Holiday</i>) | Sunday 5 May Monday 6 May | FREE BUS |
| Bournemouth Trolleybus Pageant - Weekend Trolleydays Plus <i>(Spring Bank Holiday weekend) - recalling trolleybuses in Bournemouth over 50 years since they finished operating (20 April 1969)</i> | Saturday 25 May Sunday 26 May Monday 27 May | FREE BUS FREE BUS |
| Yorkshire Weekend Trolleyday featuring Yorkshire trolleybuses both days | Saturday 15 June | |
| Trolleyday Plus with <i>East Yorkshire Thoroughbred Car Club Rally</i> | Sunday 16 June | FREE BUS |
| Weekend Trolleydays <i>featuring the unveiling of our replica pioneer 1911 Cedes Stoll trolleybus</i> | Saturday 29 June Sunday 30 June | FREE BUS |
| 'Gathering Saturday Trolleyday' - a preview of 'Gathering Day' itself with twilight trolleybus operation, BBQ & real ale beer tent | Saturday 27 July Open 10.30am - 10.00pm | |
| Sandtoft Gathering 2019 <i>- with visiting historic vehicles, transport flea market, live music, real ale beer tent & lots for the family to see & do</i> | Sunday 28 July Open 10.00am - 6.00pm | FREE BUS |
| Blues & Twos Weekend - Trolleydays Plus with visiting retired 999 vehicles, dramatic emergency services displays & demonstrations | Saturday 10 August Sunday 11 August | FREE BUS |
| The Trolleybus Museum at 50 Gala - Weekend Trolleydays Plus <i>(Late Summer Bank Holiday weekend) celebrating 50 years since the Trolleybus Museum at Sandtoft was founded</i> | Saturday 24 August Sunday 25 August Monday 26 August | FREE BUS FREE BUS |
| Model Weekend and Trolleydays <i>with a variety of visiting model trolleybuses, trams and trains on display</i> | Saturday 7 September Sunday 8 September | |
| Diesel Weekend and Trolleydays <i>with many of our diesel buses on show</i> | Saturday 21 September Sunday 22 September | FREE BUS |
| Weekend Trolleydays Plus <i>with a display of visiting historic military vehicles</i> | Saturday 5 October Sunday 6 October | |
| Trolleyday Plus with <i>Isle of Axholme Running Day & Rally</i> <i>- presented by Doncaster Omnibus & Light Railway Society</i> | Sunday 20 October | FREE BUS |
| Weekend Trolleydays <i>remembering past autumns in Reading</i> | Saturday 2 November Sunday 3 November | |
| Twilight & After Dark Trolleyday <i>- with twilight & after-dark trolleybus operation</i> | Saturday 16 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 4.20pm to connect at Epworth with Isle Coaches service 399 to Doncaster (where it is timetabled to arrive at 5.45pm).

FREE BUS denotes FREE bus service from Doncaster Interchange (adjacent to railway station) direct to The Trolleybus Museum. Departs Interchange, Bay C6, at 12.00noon. Return departs Museum at 4.00pm (journey time approximately 40 minutes). **NOTE:** Additional journeys will run on Sandtoft Gathering Day (Sunday, 28 July) & on Isle of Axholme Running & Rally Day (20 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