

# Sandtoft Scene

May 2019

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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

*In tribute to David Needham this issue's cover could only really be a view of Nottingham 506. Seen in service at Sandtoft on 27 August 2017. (Photograph by Ian Brown).*

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*The UK's two newest trolleybuses make an interesting contrast at the museum.  
Photo: Bob Ashton.*



## Welcome

*Messages from the Editors*

As the season gets into full swing, we would like to thank all our members for their continued support of the Museum. As we prepare to celebrate our 50th anniversary we reflect on the tremendous efforts and achievements of our volunteer workforce in building the museum and preserving our trolleybus fleet.

Setting the scene for what we hope will be an exceptional year, we report the arrival of the newly built Cedes Stoll replica trolleybus. This is a truly unique project, and Dave Chick continues to report on its progress, the delivery of the vehicle, and our plans for its unveiling at the end of June.

We traditionally cover our open days in this publication for those who are unable to attend and as a reminder and historical record of the life of the Museum. Paul Morfitt has taken up the challenge to record the first three days of the new season for this issue.

As Hastings trolleybus no.34 is returned to service at the East Anglia Transport Museum after two decades in restoration, Eric Baldock has a short

history of the trolleybuses from this seaside town for us, commemorating the sixtieth anniversary of operations ceasing with a parade.

As well as looking forward to our flagship 'Gathering event at the end of July, we are also preparing for our 50th anniversary event over the August Bank Holiday weekend. A lot of work is going on behind the scenes to ensure that there are a worthy number of trolleybuses available to run. The work plan that has been set by the Engineering team is herculean, but we in the editorial team are very excited by the plans that are in place. We can't wait!

You'll find enclosed with the magazine an invitation from our chair, Graham Bilbé, to join us for a celebratory meal at the Reindeer Inn, Sandtoft on Sunday 25th August. There are just 100 places and pre-booking is essential to ensure your seat.

As we look forward to a fantastic summer of events, we hope to see you at the Museum again soon!

# News from the Boardroom

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

## Board Vacancy

Since the last edition of Sandtoft Scene, Nick Broxholme has decided to stand down as a Director of the Company.

We are grateful for the time and energy Nick has devoted to the Museum as a member of the Board and delighted to hear that he has continued to volunteer on open days and will continue to be a friendly and familiar face on reception.

Although it can appoint replacement Directors between Annual General Meetings, the Board has decided not to fill the vacancy at this moment in time.

## Membership Secretary

In March, due to his deteriorating health, David Needham resigned his position of Membership Secretary after over 20 years in the role.

David has done a sterling job during his period of office, initiating some resilient record keeping and providing a very efficient service to members.

Sadly, David passed away on 13 May 2019. A tribute to David is included elsewhere in this issue and we extend our sincere condolences to his widow, Bernice, and to the family.

The Board was pleased to receive expressions of interest from two strong candidates to be appointed as David's successor. After discussion, the Board agreed to appoint Joanna Hanchett as Membership Secretary and, despite being on a steep learning curve, Joanna has been doing a great job over the past two months.

Any membership queries should now be directed to Joanna at [membership@sandtoft.org](mailto:membership@sandtoft.org).



## Visit North Lincolnshire Tourism Partnership

The Museum has recently become a member of the newly formed Visit North Lincolnshire Tourism Partnership. Benefits include:

- Networking events
- Access to market intelligence
- A member's newsletter
- Access to partnership and events officers
- Website listing on [visitnorthlincolnshire.com](http://visitnorthlincolnshire.com)
- Social media opportunities
- Online events promotion on [northlincs.gov.uk](http://northlincs.gov.uk) and [visitnorthlincolnshire.com](http://visitnorthlincolnshire.com)
- PR & communications and press trips
- Tourist information centre advertising
- Use of Visit North Lincolnshire Logo for marketing, literature and website

This is an initiative developed by North Lincolnshire Council's tourism department and should be of considerable benefit to us as we develop our Museum.

## Staffing and Human Resources

As an extension to his role in arranging the staffing for Trolleydays, Stewart David has volunteered to take on and develop the key volunteer recruitment and general HR administration tasks previously done by Linda Proctor.



## TM@S Website Improvements

Many of you will have already spotted that the Museum's website has been brought up to date with a few changes to the layout and content. If you notice any missing links or inaccuracies or have any comments on how the website could be improved please direct them to [fwhitehead@sandtoft.org](mailto:fwhitehead@sandtoft.org)

We are aware that there are many areas of the website that could do with refreshing or enhancement. For example, if you are a vehicle owner it would be great if you could have a look at the website's vehicles section to make sure the details about your pride and joy are complete, accurate and up to date. It would also be useful if you could supply some background information about your vehicle (and at least one good photograph

we could use) as it will help us to make the visitor experience much more interesting and informative. Any other ideas for the website will be welcomed.

The Board recognises the value of having a quality, informative and always up-to-date website. The webmaster position is currently vacant: the role could be split if necessary to separate out the editing task from the IT/ technical needs. Some knowledge of the Museum, trolleybuses and buses, and marketing would be advantageous for editing; the website is built around the Exponent Content Management System Version 2 and a basic knowledge of programming code is necessary for editing and developing the website.



One of our volunteers at work...



...while others take a hard-earned break

## Volunteers Meeting

On 20 April a meeting was held at the Museum at the end of the open day to provide an opportunity for the Board to update volunteers on developments and receive feedback on any concerns. We would like these meetings to be a regular feature of Museum life so if you have any suggestions about future topics, ideas that could be developed or comments on how the Museum is progressing and/ or could be improved, please let us know.

At the meeting, Health and Safety Director David Hanchett talked about a new Health and Safety Handbook which pulls together in one place all the policies and guidance approved by the Board that help us to make sure that our visitors and volunteers are kept safe while on site. Draft copies were made available for review and comments by volunteers before the final version is adopted and issued.

## Museum Development Yorkshire

The Board has recently received confirmation that a bid we submitted during March for support from Museum Development Yorkshire to help us with the development of initiatives for involving young people in the Museum has been successful. This is great news as it will mean that over the next 12 months we will have direct access to expert advice and support on how to successfully develop this important area of activity and identify partnership and funding opportunities.

At the moment we are in the process of setting up an initial meeting with our advisor and will provide more information in future editions of Sandtoft Scene as things progress. If anyone is interested in helping to take activities involving young people at our Museum forward, they should contact Jason Spencer (jasonspencer@sandtoft.org)

## Cedes Museum

As reported more fully on page 8, the Board has agreed that a dedicated building to house the replica Cedes trolleybus should be built. The intention is that as well as housing the replica, it should incorporate a small exhibition about early trolleybuses and technology – particularly the Cedes-Stoll variants. The project is being led by Dave Chick.



The proposed location for the new Cedes museum building



Bob Rowe proudly promotes his book on Walsall trolleybuses

## A note from our President

In acknowledging the News from the Boardroom in the last issue of Scene, I have to say how flattered and humble I feel too in being asked to become only the third President of STC, and am extremely proud to find myself placed in this position.

I am pleased to be able to say I knew my predecessor, Stanley King quite well, and was very grateful for the assistance he gave me when I was preparing my book on Walsall Trolleybuses (copies available in the Trolleyshop). I also knew his predecessor, Mike Dare, as we were contemporaries at school in Reading, and we were both founder members of the Reading Transport Society (now the BTS, and of which I am now a Trustee) in 1961.

At that time 24 trolleybus systems remained in this country, all of which I managed to visit, ride on and photograph before closure, and I was present on the last day for half of them. It is pleasing to see how many vehicles acquired during that period are now present, and indeed operating, at Sandtoft. None of this would be possible without the fantastic contribution by members and volunteers, many

of whom I know by sight and some by name, and whose efforts I cannot praise and thank enough, for without you the Museum simply would not function. During this season I would hope to meet and be able to name more of you! I also know being a member of the Board is a difficult task, having been Chairman between 1990 and 1992. I am not responsible for decisions made by the Board, as mine is an honorary position and they are elected, quite rightly, by you to run the company. However, I hope I am always prepared to listen to views of members.

Graham did a very good job on my CV, and I would only add that besides being in charge of the Traffic department at Reading Transport, I also held similar positions at Nottingham City Transport besides South Yorkshire PTE. Outside of work I have been a School Governor and a member, and latterly Chairman, of a Parish Council in Doncaster for some 20 years. I held a full PSV licence for over 40 years, and passed my trolleybus test (Group M in those days!) in 1970. I am particularly looking forward to events this year, when Sandtoft celebrates its 50th anniversary.

# Cedes Project Report

May 2019 *by Dave Chick*

There has been a great amount of activity since the last edition of 'Scene'. The body was fitted to the chassis on 27 February and on 15 March four of us from the Trolleybus Museum at Sandtoft visited the former railway works at České Velenice for a very special event.



*The two replicas with their trollers on the temporary wiring on 15 March. (DG Chick)*



*Trainers and trainees on 7 May. Left to right – Bruce Lake, Vít Kovář, Graham Billbé, Jirka Kovář, Richard Jackson in the driving seat, Dave Chick, Richard Polák, Stewart David and Ian Wilson. (Bob Ashton)*

The replica of the 1911 Bayley-bodied Cedes met the 1907 Gmünd Mercedes-electrique-Stoll replica and for the first time both appeared with their trollers. A short length of dummy Stoll overhead had been erected and the 70 invited guests arrived to find the two trolleybuses at opposite ends of the line. They moved towards each other until the drivers were level and they then exchanged trollers, just as they used to in Keighley, although never in Gmünd. There was spontaneous applause when the exchange had been accomplished. This was an historic moment because it is probable that it was the first time that this practice could be witnessed since the closure of the penultimate Mercedes-electrique-Stoll system, Fribourg – Farvagny, on 21 May 1932.

The day's events continued at the local Czech-Austrian Centre with a programme chaired by Jirka Kovář, with his son, Vít, translating into English. Presentations about building the replicas included Richard Polák talking about the technical aspects, and Jaromír Slíva, the Mayor of České Velenice and Deputy Governor of the South Bohemian Region, who spoke about how the two replica projects demonstrated the skills available in the region. On behalf of the Trolleybus Museum at Sandtoft

I thanked Jirka and his team for the work they had done to create such a wonderful replica of the Bayley-bodied Cedes. Following this the replica was officially handed over to the Museum.

My fellow UK representatives at the day's events were Museum Chairman Graham Billbé and Health & Safety Director David Hanchett together with Ashley Bruce, who produced 3D CAD images which were invaluable for ensuring the accuracy of the replica's appearance.

The Cedes was transported to Sandtoft on two trailers, one with the chassis and the other carrying the body. After leaving České Velenice on the morning of Saturday 4 May rapid progress was made and the convoy arrived at the Museum 12 hours earlier than expected at about midday on Sunday 5th, surprising visitors to the Trolleyday!

I missed the arrival because I was collecting Jirka and Vít Kovář and Richard Polák from Manchester Airport. On Monday the crew of four who had brought the Cedes from the Czech Republic worked briskly and efficiently to put the vehicle back together so that it was on display when visitors started to arrive.

The next day, Jirka, Vít and Richard trained the Museum's engineering and traffic teams. The Cedes has a tram-type controller instead of an accelerator pedal, making it interesting to drive. The solid tyres transmit every shock from the road surface! It is surprisingly easy to adapt to driving this unusual vehicle.

## Unveiling the Cedes

The first opportunity to sample a ride on the Cedes will be on the unveiling weekend of 29 and 30 June. I'm delighted to report that on Saturday 29 June the Cedes will be launched by Leon Daniels, formerly Transport for London's Managing Director, Surface Transport. On this day the Cedes will appear as the original vehicle did when it ran in West Ham in 1912. We also hope to have London 1348 running as part of the conventional trolleybus service.

On Sunday 30 June the Cedes will be seen as the original was when it ran on hire in Keighley in 1913. On this day it is hoped that the local trolleybus operating will be Bradford 746. Several members of the team that built the Cedes will be coming from the Czech Republic and will be happy to talk about their

work and answer questions. In the Regal Cinema we will be showing the 1912 film of the Cedes running in West Ham in 1912 and a film about the construction of the replica.

A short length of dummy Stoll overhead is to be installed so that the Cedes may be displayed with its troller raised, but for now it will operate on battery power. Plans are in hand to build a Cedes Museum which will house the replica and tell its story. When funds are available a new line will be built so that our Cedes operates as a trolleybus, drawing power from the overhead line. As Carl Isgar points out in the latest edition of Trolleybus Magazine, this will be the first new Cedes-Stoll installation since a system was built in Constantine, Algeria in 1921.

I'm sure that it will surprise many of our visitors to learn that early trolleybuses had different types of current collection and that will show that we are serving our purpose to educate and inform, but it will still be in the way that we do it best, by providing our visitors with the opportunity to experience what it was like to ride on a trolleybus before the First World War.



*The Museum is about to open on Monday 6 May and the replica Bayley body is eased into position before visitors start arriving. (DG Chick)*



Doncaster 375 and Bradford 746 on the first open weekend of 2019 (PM)



Bournemouths everywhere on the Easter weekend (PM)

# The Season Begins...

*Early 2019 events report by Paul Morfitt*

A new year, a new season and a special one at that; the 50th Anniversary year for our Museum! The first open weekend came on 6 and 7 April, an early one due to Easter being later in the month - that open weekend came on the 20, 21 and 22 April. Our third open weekend came on 4, 5 and 6 May – the May Day bank holiday weekend.

Our first weekend was a fairly quiet one, a pre-season couple of days but with the added highlight of seeing Bradford 746 return to the run after a couple of years sleeping in the depot. 746 ran perfectly after work being done by our superb engineering team assisted by owners Chas Allen and Ian Brown, as always a credit to all involved to making these beautiful antiques (I don't mean Chas) run to perfection. Alongside 746 we had Doncaster neighbour 375 and a long distance runner from Reading, this being 181.

Our Easter weekend saw Huddersfield 619 in action alongside Bradford 746 again, the original plan was to use Bradford 792 but sadly she failed her leak test. These two were joined by one of my most favourites, the beauty that is Bournemouth 297. On each of the 3 days we had a 'pre-show' line-up of our three resident Bournemouth trolleybuses to mark the 50th Anniversary of the end of their system back in April 1969. 99 and 301 sat alongside 297 in the centre square much to the delight of our visitors.

The added tractor pulling of 99 and 301 added to the entertainment of the day. Bournemouth fan and historian David Bowler, from our traffic team, was finally passed out to drive 297 and as you can imagine it was then a hard job to get him out the cab, in fact I am not sure if he is still sat there!

Our third open weekend of the year came in for May Day weekend, a quiet weekend overall although on the Saturday we had the added attraction of around 40 vintage cars from the Lincolnshire Louth Car Club Classic Section. As always with these visits they bring much needed added viewing for our visitors and are always very popular. This is something we really need to do more often, there are enough vintage vehicle clubs around to come down to spend the day with us. Cars, motorbikes, lorries or even farm vehicles, they all add to the museum to help give our visitors a much more 'to do' experience and we as volunteers also get the pleasure of having something different to our work.



London 1348 and Routemaster (PM)

Traffic staffing was slightly short this weekend however: on Saturday and Monday we only had two conductors, so for myself and John Francis it was a busy time - more so for John on the Saturday as he had a trainee to instruct as well - and it was all very tiring as we were on our feet all day! Our new

conductor is Eric Challoner and on the Sunday after a few more training trips with John, myself and Ian Brown, he was successfully passed out by Chris Proctor. Trolleybus drivers were thin on the ground as well, but we managed, and the service was kept running constantly as planned.



Routemaster from London 1348 (IB)



Maidstone 72 among the spring bluebells (PM)

An unexpected visitor turned up on the Sunday, a London Transport Routemaster. This looked good sat alongside London trolleybus 1348 which was running this weekend along with Maidstone 72 and Doncaster 375. The RM operated the first Isle tour much to the delight of our visitors, a near full load was seen on this trip with Graham Bilbe at the wheel. A photo line-up alongside 1348 was also set up in the square, again much to the delight of the photographers.

So, three open weekends done and dusted, many more to come which include our special 'Birthday Bash' at the end of August, we ALL need to pull

out all the stops with this one. We need as many vehicles running as is humanly possible and the rest on open display on the back field so that they can be seen by all. It would be nice to also look at getting the local car clubs involved so that we could have them running alongside the trolleybuses, even other classic vehicles too. This really is a one-off event in the history of the Museum and the more we can do the better. The Museum deserves something very special on those three days to honour all those that are sadly no longer with us, to make them proud of what has been achieved in 50 years. And it would be a great boost to all us volunteers to be part of a memorable weekend!





Bournemouth line-up (IB)

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The late May Bank Holiday weekend saw a Bournemouth themed weekend. Full report in the next issue, for now some photos by Paul Morfitt and Ian Brown.

STOP PRESS! • STOP PRESS! • STOP PRESS! • STOP PRESS! • STOP PRESS! • STOP PRESS! • STOP PRESS! • STOP PRESS! • STOP PRESS!



Bournemouth 297 (PM)



Bournemouth model with 99 (PM)



1 June 1959 parade at Fishmarket (M&D official)

# Hastings Trolleybuses

by Eric Baldock

1 June sees the sixtieth anniversary of the end of Hastings trolleybuses. The final day of public service was the previous day and on this day there was a final parade around town.

The story began with the introduction of tram services by the Hastings & District Electric Tramways on 31 July 1905. This was comparatively late for a new tramway installation and indeed several early motor-buses were already in operation. The arrival of the trams caused a number of these operations to go bankrupt and some routes not covered by trams reverted to horse-bus operation. The system consisted of a long coastal route to Bexhill and beyond to Cooden Beach, resourced from a depot at Bulverhythe, a circular route from the Memorial in the town centre via Alexander Park, Ore, St. Helens and a very rural section to Baldslow Harrow Inn and then back to Silverhill (home of the main depot) and the Memorial. Branches ran from Silverhill to St Leonards joining the coast route and Hollington and also from Ore to Old Town.

The sea front route in Hastings did not open until 12 January 1907 as Hastings Corporation had refused to allow the erection of overhead along the Grand

Parade. Initially the Dolter stud system was used, which involved studs being set in the road and a skate attached to the tram. As the tram passed over the studs they were livened up and became dead again after the tram passed, at least in theory. The movement of the studs – not helped by sand and salt water – was a problem that resulted in stranded trams or electrocuted horses. By 1913 the Board of Trade had ordered their replacement, but the council still rejected overhead, so the sea front trams were fitted with Tilling-Stevens petrol electric transmission. After the war this system was getting worn out and finally the erection of overhead was allowed and brought into use in March 1921.

The first trolleybuses entered service on 1 April 1928 replacing the trams on the Hollington branch. Conversion took over a year, with the last trams running on 15 May 1929. The trolleybuses also covered several new sections of route, the most important linking the Memorial with the Old Town



Hastings Sea Front circa 1930. Ransomes-bodied Guy 55 (DY 5582), with one of the Dodson-bodied double deckers behind. (Author's Collection)

via the sea front. The new trolleybus fleet consisted of eight Guy BTX open-top double-deckers, which were unique in Britain, until Bournemouth converted some closed-top trolleybuses, and fifty Guy BTX centre entrance single-deckers. They carried the same brown and white livery used by the trams and had the fleetname 'Hastings & District'.

In 1935 the operation became a subsidiary of Maidstone & District Motor Services and their green livery was adopted, while the fleetname became 'Hastings Tramways'. A start was made to replace the original fleet with twenty new AEC double-deckers arriving in 1940. These displaced the open-top double-decks, which were scrapped except



36 (BDY 811) a 1947 Sunbeam with Weymann body at Cooden Beach terminus. (Author's Collection)

for one used as a service vehicle, and some of the single-deckers, with six each going to Nottingham, Derby and Mexborough & Swinton. This task was not completed until after the war, when twenty-five Sunbeams were delivered between 1946 and 1948. Even so four of the single-deck Guys remained in service, with the last one withdrawn in 1952. One (no.45) was used as a booking office at Hastings Coach Station until passing for preservation by the National Trolleybus Association in 1972. Our ex-Hastings Guy (believed to be no.46) was a post-war withdrawal that, like others, was sold to become sheds, caravans or dwellings: it was discovered near Chelmsford, Essex as part of a bungalow when being demolished and acquired by us in 2002.

The Hastings operation was absorbed into the main M&D fleet in 1957 and the vehicles lost their green roofs and gained M&D scrolls.

Latterly operations consisted of four routes:

- 2 Silverhill – Memorial – Fishmarket – Ore – St. Helens – Harrow Inn – Silverhill (every 45 minutes)
- 6 Hollington – Silverhill – Memorial – Ore (every 12 minutes from Hollington, every 6 minutes from Silverhill)
- 8 Alexander Park – Memorial – St Leonards – Bexhill – Cooden Beach (every 15 minutes to Bexhill, every 30 minutes to Cooden Beach)
- 11 Hollington – Silverhill – St Leonards – Memorial – Fishmarket – Ore – St Helens (every 12 minutes Hollington – St Helens, every 6 minutes Silverhill – Ore)



Sunbeam / Weymann 35 (BDY 810) on 23 May 1959. (Colin Routh).



In its original livery Hastings 16 (BDY 791) is a 1940 AEC with Park Royal body. 11-20 were said to have Weymann frames, due to the outward curve on the skirt rail, but this is not proven in any documentation. (Author's Collection)



8 (BDY 873) a 1940 AEC with Weymann body at Ore terminus 23 May 1959. (Colin Routh)

The Guy BTX no.3 (DY 4965), which had been used as a service vehicle, was stored at Bulverhythe depot in 1947 and in 1953 it was restored to its original livery, decorated and illuminated for the Coronation and used on a seasonal service along Hastings sea front. With modified decoration, it ran on subsequent summers. It was officially known as no.3A (as fleet number 3 had been given to a 1940 AEC) but generally known as 'Happy Harold' – a light-hearted reference to an event local to the town back in 1066.

The first of the replacement Leyland Atlanteans arrived in January 1959 and the last day of trolleybus operation was 31 May 1959. The following day there was a farewell parade around the system led by Guy DY 4965 followed by Sunbeam BDY 809 and a new Atlantean – ironically the only one no longer surviving.

On closure the AECs were scrapped, while the Sunbeams were sold to Bradford (12), to Walsall (8) and to Maidstone (5). BDY 809, which went to Maidstone and subsequently preserved is now at EATM, while DY 4965 was retained by M&D and converted to diesel power with a Commer TS3 engine and returned to the sea front service until 1968, when it was withdrawn and stored at Bulverhythe.

When I first saw DY 4965 it was sheeted over in Bulverhythe depot just prior to its restoration as a preserved vehicle for carnivals and special events in May 1975. It was returned to its 1928 appearance, save for the engine, losing its illuminations. Not long after my 21st birthday in 1976, I had a trial drive with Roy Wells, M&D's engineering manager and was passed out as an authorized driver.

It was an interesting vehicle to drive. The steering was very heavy, but the gear box was easy. It retained its original diff geared for a high speed electric motor,

so top speed was around 30 mph with the engine on full power, so it was rather noisy. The radiator could be hidden behind a hinged flap, which was visible from the driving seat – driving with it shut was not a good idea. It had Westinghouse air brakes, which were basically 'on' or 'off', so steady braking required a bit of skill. A full brake application did not help the aging wooden bodywork, as the chassis stopped before the body! Despite being open top, the booms meant it was just over 15 foot tall (I believe it has since been made lower) and bridges caused a bit of a problem. One bridge at Tunbridge Wells had to be taken on the wrong side of the road.

At first it was kept at Silverhill under the care of Inspector Bryan Syrus and fitter Derek Walters. I remember driving back from a rally at the Hop Farm at Paddock Wood down the A21 and stopping to let a hundred or so cars past. Their joy would have been short lived, as Bryan Syrus was ahead of me with one of the AEC Regal open toppers at 35mph. Generally we had two drivers, so I was enjoying the views for the 1977 Showbus Silver Jubilee road run round Windsor. As a result I (and the bus) appeared on the front cover of the 1978 Showbus programme. I did drive back through central London with even taxis giving way to me. In 1978 I drove it round Hastings on an event to celebrate its 50th birthday – I was reminded of this by a picture that recently appeared on the internet showing me, complete with flares and long hair, about to get in the cab.

Later it was kept at Sittingbourne depot and one night it lost power going up Detling Hill when I was driving and I had to limp into the layby halfway up the hill. Help was called and arrived in the form of a Volvo Ailsa from Luton depot and the problem was soon found. To fit the space available the fuel tank was rather long and thin and the pipe came from the front side of the tank. So despite a reasonable amount of diesel in the tank, it had run out of fuel as it had run to the back of the tank on the hill. The fitter had come with a supply of diesel, so with a quick bleed through we were soon on our way. The fitter had a great story for the mess room and we now knew to keep the fuel level up.

My final drive of Happy Harold came in July 1980 when it passed to Hastings Borough Council, who still own it today. I drove it to the coach station where the formal presentation took place and then took the mayor and the great and good of Hastings round part of the old trolleybus routes out to Ore and back through the Old Town and along the sea front. The event featured on local television that night.

Happy Harold at Hastings, 20 May 2018. (EB)



It seems hard to believe that this event was nearly forty years ago and only twenty one years after the end of the trolleybuses. Happy Harold and a stunningly restored BDY 809 were reunited on 11 May at the EATM, a fitting celebration of the Hastings trolleybuses.



Hastings 34 on return to service at East Anglia Transport Museum, 11 May 2019. (IB)

# David Needham

It is with deep sadness that we report the death early on Monday, 13 May 2019, after a long illness, of our good friend David Needham, who served as the Company's Membership Secretary for many years as well as editor of Sandtoft Scene for some of that time.

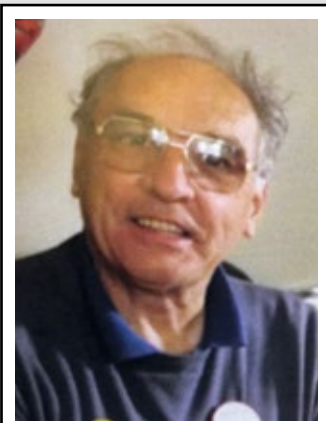
Our thoughts are with his widow, Bernice, at this difficult time and we extend our sincere condolences to her and to the family.

## *Some memories of David from John Stainforth:*

I first met David in the late-1990s, whilst working on a long series of jobs to get Bradford 792 back into to service after many years. He was busily occupied with a similar long-term project on Nottingham 506 – a trolleybus that I knew well since it arrived for preservation in Bradford 30 years previously. David was always willing to help with advice and practical assistance and, as one of the qualified trolleybus drivers, he seemed to be in the right place at the right time whenever we needed to move 792 under power. During times of relaxation he came over as a caring and thoughtful person, with a positive approach and a steady determination to get things done, and the family trio of David, Bernice and collie Trudy always provided good company.

Having been the Museum's membership secretary for several years, David took on the additional task of editing Sandtoft Scene in 2005, after becoming very concerned that communications with our membership had broken down when almost a year had elapsed since the previous issue. With nobody else willing to step into the job, he came into the role reluctantly, but he did so because he recognised its importance to the future success of the Museum. He set about things in a thorough

and systematic way, organising themes and topics and talking to anyone that he felt could contribute to the magazine by committing to supply material for the regular items. He also used his personal skills to build lasting relationships with a number of authors, who willingly responded with interesting articles, in some cases serialised over many issues along the theme of 'The Route to Sandtoft'.



David sometimes said that being our magazine editor was never his ideal job, but despite that he managed to create 26 issues over seven years before handing over to me in 2011. When we met up for a "handover" session, he left me in no doubt about the difficulties that came with the job: typical of the honesty and frankness that we knew we could always expect from David. Having practised management himself over many years in the "real world", he felt a strong sense

of ownership of the areas he was responsible for, and I quickly realised my mistake when I once suggested that he might ask his boss for help with a problem! I carried on working with David for several years as he continued to provide the mailing lists, membership cards and reminders for posting out Sandtoft Scene every three months: something he did with unfailing reliability despite the occasional schedule panic on my part.

Whilst compiling an article about 506's return visit to Nottingham, I was quite surprised to learn that David had not been present at the closure of the system in 1966. When pressed about this he told me that he really preferred Nottingham's motorbuses back in those days, saying how much he enjoyed their riding qualities and the sounds they made when climbing hills. So perhaps we should be thanking Bernice for choosing 506 for ownership and restoration: something that came across during the tributes at his memorial service

in Carterton, when people who knew David from his other walks of life mentioned exactly the same qualities and talents that we had long appreciated at Sandtoft.

It was impressive how positively David dealt with his illness in recent years, and especially the strength he showed in his determination to get fit again. He always seemed to be continuing with his Sandtoft work as if nothing was wrong, but very sadly things did not come right for him and we will miss him very much.



Nottingham 506



## Terry Diment

We are sad to report, on March 13, the death of Terry Diment. Terry volunteered at the Museum with his wife Margaret, on traffic as a conductor and latterly in the Tea Trolley café where he manned the till for several seasons. Terry was born on 1st January 1940 in Hull and wasn't expected to live more than a few hours, certainly not 79 years! He served in the Royal Engineers in Aden and met Margaret at a fundraiser leading to more than 30 years of marriage. He did a number of jobs including Imperial Typewriters factory in Hull and later as an HGV driver. After retirement he and Margaret volunteered at a number of places including Sandtoft, Fountains Abbey (where they renewed their vows a few years ago), Shop Mobility in Hull and the Wensleydale Railway.



## Sandtoft welcomes the Wirral Local History Group

Life at the Trolleybus Museum is always active, especially when we're closed! On Thursday 25 April we opened our Museum for a private visit from the Wirral Local History Group. They were on a week-long coach tour taking in many attractions across Yorkshire and the Humber, and ensured they included us in their itinerary too.

Upon arrival Helen had prepared a buffet lunch for all 36 guests (and 7 hungry TM@S staff too). So whilst half the group sat down to enjoy a mouth-watering array of cakes, the other half boarded the Isle Tour bus, and Steve Gill immediately commenced his unique commentary with Ian Wilson proudly behind the wheel.

Our Traffic staff were more than happy to drive empty buses for the first 20 mins so that all the excited visitors in the café had some 'historic action' to be watching whilst we refilled their coffee cups. I daren't ask how many inner circuits Ian Brown and

Mike Johnson did before he turned around, but my request was simply to "keep going till you get dizzy, then go the other way".

The museum was fully opened up, with all the various exhibits open to explore, Janet also offered to come along to open the cycle shop for us as well, and we ensured there was film in the Regal Cinema for them to enjoy too.

Overall, I think the trolleybuses must have been of massive interest to the group as 40 service trips were recorded; - excellent considering there were only 36 people in the group. During a 3 hour visit we ran more vehicles than a regular open day!

We thank the Wirral Local History Group for including our museum in their tour, and hope they all enjoyed their visit. You'll be very welcome to visit us again.

*Richard Jackson (Visit Coordinator)*

# Vehicle Preservation Reports

Contributors: Richard Barnes, Graham Bilbé, Andy Thornton and Jim Sambrooks



The refurbished resistor recently fitted to Bournemouth 99 (BC)

## Trolleybuses

### Bournemouth 99

Jim Sambrooks, Graham Bilbé and Bradley O'Connor have been working to get this iconic vehicle ready for the Bournemouth weekend. The refurbished resistance bank has been re-fitted, and a host of smaller jobs undertaken. The vacuum pump has also received attention.



Bournemouth 99's refurbished resistance bank (left) with the innards of the old one (BC)

### Bournemouth 202

Regrettably, open-topper no.202 could only be made available on loan to us for just the Spring Bank Holiday weekend and because of its age and concerns about the condition of the timber-framed body structure, the owners did not want this trolleybus to be moved the long journeys from and back to East Anglia Transport Museum by suspended tow. Extensive enquiries were made about moving it on a super low-loader but this proved to be prohibitively expensive and thus such expenditure could not be justified. We will explore the possibility of an underwritten and longer loan of no. 202 in the future.

### Bournemouth 297

After inspection, some work has been done to get this popular vehicle ready for the Bournemouth weekend.

### Bournemouth 299

No. 299's owner, Keith Baynton, continues to work on this sister trolleybus to our own no. 297. Unfortunately, it is still a long way off being ready to display, let alone operate, so was not able to come to our Museum for the Bournemouth weekend.

## Bournemouth 301

On behalf of its BTS owner, Keith Baynton kindly sought out a suitable half shaft for no.301, its own having gone missing - possibly during its time in store in Devon. Keith has also arranged the loan of some suitable flasher lenses (again, the originals are missing). During the run up to the Spring Bank Holiday weekend, a pair of mirrors were fitted, sundry items that have been stored on board removed to store and a good clean inside and out undertaken. No. 301 has also been undergoing a mechanical and electrical inspection with quite a bit of remedial work being required (not surprising, as the vehicle hasn't been driven for a very long time).

*Editor's Note: Unfortunately, on the Thursday before the Bournemouth weekend, 301 suffered an electrical fault after running smoothly all week. Our engineering team tried to resolve the issue but as modification to the wiring was required time beat them.*

## Bradford 792

This popular front entrance, re-bodied trolleybus has had its annual tests completed but awaits remedial work from its owners, John Stainforth and Andy McDougal, mainly to its upholstery.

## Cardiff 203

Graham Bilbé hopes to have this vehicle passed out for the 50th anniversary celebrations.

## Cleethorpes 54

Further paint has been applied to the lighter blue relief bands and advert panels during a recent visit by its owner, Andy Fieldsend.

## Doncaster 375

Still in test, this DOLRS vehicle is regularly in service and is very popular with our visitors. Its inspection is due in June, and will be tested shortly so that it can continue to run in service.

## Huddersfield 541

This National Trolleybus Association vehicle is due for re-test, and some work will be required to get it ready for the 50 years celebration.

## Liege (Belgium) 425

A plan has been drawn up by Graham Bilbé to start work on this vehicle. It currently requires some work, which includes attention to its motor.

## Maidstone 72

The annual mechanical and electrical service and test have been completed, and Mike Hirst has completed

a number of jobs that were required. This trolleybus continues to act as the Museum's main Trolleybus Driving Experience vehicle.

## Nottingham 493

Andy Thornton has treated the passenger seats with preservative. It is still in test.

## Nottingham 506

Keith Hopkinson (the vehicle's guardian on behalf of Bernice Needham) has guided the vehicle through its annual tests and spent time putting right the many small things that have a habit of requiring attention.

## Reading 113

Will shortly be going away for a re-paint

## Reading 144

This vehicle has just returned from Reading where it has been an ambassador for our Museum during the town's Trolleybus cessation commemoration events. A new set of tyres were fitted during late May.

## Reading 193

After being on order for a long time, a new set of tyres has now been fitted: the rear ones were supplied in the third week of February and the front ones in late May.

## Rotherham 37

The Rotherham Trolleybus Group's no. 37 has been prepared for annual tests and should have been declared fit for service by the time this magazine is published.

## Rotherham 73

Painting continues in Burton on Trent, ahead of its move to Sandtoft. The work is not being rushed.

## South Yorkshire 2450

Work is progressing well on this demonstration vehicle. The power and brake pedal control units have been re-wired after finding that their leads had been cut out. The ABS system has been checked over, and its containing box cleaned and painted. The operating voltage supply to the Chopper control system is faulty, so this will be the next component to be examined.

## Wellington 82

Although 82 has not been run so much of late, it will be re-tested in the next month or so and it is not expected to produce too many problems for its re-assessment.



The International Tractor in use on a TDE day in 2015 pulling Manchester 1344 out of the shed. (IB)

## Motorbuses

### Bradford 558

Geoff Welburn continues his restoration.

### Doncaster 22

This Doncaster and Light Railway Society bus was inspected for MOT test following its return from the south of England for further work to its engine. Previous work carried out there left new defects to be corrected. Unfortunately during this inspection a rear hub seal was found to have developed a leak and had saturated the brake linings in oil. New seals proved to be difficult (and expensive) to obtain. However obtained they were and fitted along with new brake linings and no.22 duly passed its MoT test on 24 May – well done to the team!

### Doncaster 33

Sadly this DOLRS vehicle is currently out of service with engine trouble.

### Doncaster 55

Still in MOT, this Felix Preservation Group vehicle is giving regular service for the Isle of Axholme tours from the Museum.

### Doncaster 94

Work is steadily progressing on no. 94. Further painting of the cab and staircase has taken place. A corroded steel bracket beneath the cab has been removed for replacement.

## Doncaster 112 'The Tar-Burner'

Further work to the staircase has taken place.

## Ancillary Vehicles

### Ford Transit Cherry Picker

The hydraulic system has been behaving in a sulky manner recently, and has been away for remedial work.

### Ferguson Tractor

This vehicle has received more attention from Mike Spilling and it is looking much more presentable for his efforts.

### International Tractor

The fuel tank has sprung a leak. A temporary repair has been carried out by Ian Wilson.

### Leyland Tractor

This less popular machine has been doing the work of moving trolleybuses about in the absence of the International.

## Project Manager Opportunity

If a project manager came forward, the Museum could have one of our tractors fully overhauled. This would certainly improve the service we get from these ageing work horses. Volunteers should contact Ian Wilsom (ianwilson@sandtoft.org)



# RUNNING DAYS IN 2019

Open 10.30am - 4.30pm unless stated otherwise

<b>Yorkshire Weekend Trolleyday</b> featuring Yorkshire trolleybuses both days	Saturday 15 June	
<b>Trolleyday Plus</b> with <b>East Yorkshire Thoroughbred Car Club Rally</b>	Sunday 16 June	<b>FREE BUS</b>
<b>Weekend Trolleydays</b> featuring the unveiling of our replica pioneer 1911 Cedes Stoll trolleybus	Saturday 29 June Sunday 30 June	 <b>FREE BUS</b>
<b>'Gathering Saturday Trolleyday</b> - a preview of 'Gathering Day itself with twilight trolleybus operation, BBQ & real ale beer tent	Saturday 27 July Open 10.30am - 10.00pm	
<b>Sandtoft Gathering 2019</b> - with visiting historic vehicles, transport flea market, live music, real ale beer tent & lots for the family to see & do	Sunday 28 July Open 10.00am - 6.00pm	<b>FREE BUS</b>
<b>Blues &amp; Twos Weekend - Trolleydays Plus</b> with visiting retired 999 vehicles, dramatic emergency services displays & demonstrations	Saturday 10 August Sunday 11 August	 <b>FREE BUS</b>
<b>The Trolleybus Museum at 50 Gala - Weekend Trolleydays Plus</b> (Late Summer Bank Holiday weekend) celebrating 50 years since the Trolleybus Museum at Sandtoft was founded	Saturday 24 August Sunday 25 August Monday 26 August	 <b>FREE BUS</b> <b>FREE BUS</b>
<b>Model Weekend and Trolleydays</b> with a variety of visiting model trolleybuses, trams and trains on display	Saturday 7 September Sunday 8 September	
<b>Diesel Weekend and Trolleydays</b> with many of our diesel buses on show	Saturday 21 September Sunday 22 September	 <b>FREE BUS</b>
<b>Weekend Trolleydays Plus</b> with a display of visiting historic military vehicles	Saturday 5 October Sunday 6 October	
<b>Trolleyday Plus</b> with <b>Isle of Axholme Running Day &amp; Rally</b> - presented by Doncaster Omnibus & Light Railway Society	Sunday 20 October	<b>FREE BUS</b>
<b>Weekend Trolleydays</b> remembering past autumns in Reading	Saturday 2 November Sunday 3 November	
<b>Twilight &amp; After Dark Trolleyday</b> - with twilight & after-dark trolleybus operation	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](http://www.sandtoft.org) for times

**ADMISSION** (charges include a Gift Aid donation):  
Adult £8.00 Senior (61+) £7.00 Concession £6.00 Family  
(2 Adults + up to 4 Concessions) £25.50

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



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