

Sandtoft Scene

March 2020

No. 115



NEWS & VIEWS FROM
The Trolleybus Museum
AT SANDTOFT



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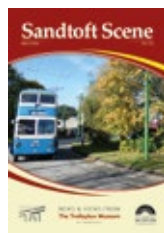
Front Cover Picture

Bradford 746 Isle of Axholme
20 October 2019 (PM)

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Welcome

This issue is being distributed as spring approaches. However, the winter season of 2019 / 2020 came early, causing the Museum to cancel its final open day. It really did bring some awful weather to Lincolnshire and the Museum. Luckily storms Ciara, Dennis and Jorge did not do any serious damage to the Museum, but they did produce large quantities of rain which has further raised the local water table and waterlogged our grass areas again. This has created a further challenge for the Engineering Department and their plans to replace a number of traction poles before the beginning of the new season.

When safely tucked up at home whilst the wind roars by on a stormy winter's night, your editors have found themselves thinking back with much happiness to last year's wonderful 50th anniversary season. In particular, the incredible celebrations on the August bank holiday weekend, which was a real achievement involving so many of our volunteers. The 2019 season will be remembered for many years to come.

As the weather improves work is already underway to prepare the Museum for the new season. We are holding Preparation Weekend on Saturday 4 and Sunday 5 April to ensure our Museum is ready for opening to visitors at Easter. Please come along and help, as there is much

A Message from the Editors

to do after a difficult winter. By all means bring friends and family with you, the more the merrier!

Opportunities now exist for our members to volunteer for specific posts too. The Museum's Board of Directors have created a number of new staff positions with some restructuring of responsibilities. If you have relevant skills, or are interested in learning new ones, there is a real chance to help the museum make significant progress with its day to day running and planning for the future. Some of the posts being sought require just a small amount of time, others a little more, but helping the museum is really rewarding, and will lead to the realisation of our goals. Without additions to our team, we will struggle to achieve the ambitious programme of renewal and growth that is planned.

The Gateway Project is one of the projects that the Museum is putting into action this year. Funds and assistance are needed for the development of our new land, creating a new museum entrance, car park and entry point to the museum. This will require widening the gate and driveway at Burntwood to feed directly onto the new land.

We are looking forward to a successful 2020 season, and we hope to see you at Easter!

The Free Bus to the Museum Has New Times

For those visitors to the museum that come by public transport via Doncaster, please note the bus times have changed for the 2020 season.

On every Saturday Trolleyday, the 10.07am First South Yorkshire service 87 from Doncaster Interchange to Moorends connects at Thorne Park Gates with the FREE BUS to the Museum; return from Museum at 3.30pm to arrive at Doncaster at 4.44pm.

On those days marked on the events listing the FREE BUS service operates direct from Doncaster Interchange (Bay C6) to the Museum at 11.30am, returning from the museum at 3.30pm.

On Gathering and Isle of Axholme days additional buses will operate, see our website for details closer to the date.



The “New” Board

A full report of the AGM in December last year can be found elsewhere in this edition of Sandtoft Scene but as there were more candidates nominated than positions available a ballot was held for two ordinary directors and the director of finance. Following the ballot Stewart David and Chas Allen were appointed as ordinary Directors and John Francis was appointed as Finance Director. I use the term “new” loosely as Ian Wilson, Jason Spencer, David Hanchett and Tony Ferris are still on the Board and Stewart and Chas have been on the Board before.

At the first meeting of the Board following the AGM the Board reconsidered the allocation of responsibilities and agreed the following:

- Ian Wilson**
Chair and Engineering Director
- David Hanchett**
Vice Chair and Health and Safety Director
- Chas Allen**
Commercial Director
- Stewart David**
*Director and Chief Operating Officer
(including Human Resources Manager)*
- Tony Ferris**
Site and Facilities Director
- John Francis**
Financial Director
- Jason Spencer**
Director and Company Secretary

At that meeting the Board decided to award Honorary Membership to Bruce Lake in recognition of his being both a Director and the Companies Company Secretary for over twenty years.

In light of the decisions made at the AGM the Board would like to recognise the significant time

and energy Graham Bilbe and Francis Whitehead have dedicated to the Museum over the years as Chair of the Board and Financial Director and are exploring the ways in which we can continue to use their invaluable knowledge and experience to run and develop the Museum and its exhibits.

Overhead Equipment

At the close of the 2019 Season an inspection of the overhead equipment revealed that 6 trolley poles would need to be replaced before the start of the 2020 Season. As you can imagine the weather in the past month has not been ideal to progress this and getting suitably qualified contractors has not been easy. In light of this the Board has decided to delay the start of the 2020 season until the Easter Bank Holiday Weekend just to make sure that we have some wriggle room and can make sure everything is up and running before our visitors arrive. Latest news is that Andy Feather has managed to make some repairs so we will be able to run trolleys along the back straight, albeit with some restrictions, even if the poles haven't been replaced. Big sigh of relief all round! Keep an eye on our Facebook pages as we will be posting up pictures as the work progresses.

Linked to this the Board has decided that our faithful old cherry picker has now reached the end of its useful life and has been retired with immediate effect. We are currently exploring the options for a replacement with a Mobile Elevating Work Platform (MEWP) being the preferred option. Although these vehicles are more expensive than a cherry picker, they are much more versatile to cover the wide range of work at height activities carried out on the Museum Site. If we do find a suitable vehicle for the right price volunteers will need to receive appropriate training before using it. We are also looking at the options for providing undercover accommodation for our ancillary vehicles to extend their lives and make sure they are more reliable.



Reading 113 from the slide (PM)

Depot Buildings

At the Forum following the AGM there was a discussion the condition of the existing depot building and progress made on the construction of the new depot building. In light of this the Board has agreed to carry out a structural survey of the existing depot to establish what work needs to be carried out to the structure particularly in relation to the doors. Once the Board has this information it will be in a good position to find a viable solution to the concerns raised by Members.

In a similar vein the Board is currently relooking at the options for the new depot building. Although the Museum has both the funds and the permission needed to construct a “Blueline” building finding doors suitable for our operations has proved to be difficult and it looks as if we will need to make them to order which has an impact on the overall cost. In light of this the Board is currently exploring whether a more traditional

building may be more cost effective. As this may need amended or new planning permission the Board is also having another look at the proposed location of the new depot. We will keep you posted.

Volunteer Progress Reports

The Board has recently received updates on a number of initiatives individual members have taken on. Andy Feather has attended a meeting to provide an update on his work in maintaining the overhead equipment and the need to make sure the museum is more resilient by having more people trained up to carry out this vital work. (Please follow up on the requests for volunteers if you are interested in joining the team.) Stephen Oliver has also provided a useful update on the work he is doing to sort through and catalogue our archives and improve how they are stored. We have also received regular updates on the work our Wednesday volunteers are progressing

such as repairing potholes in the road surface, refurbishing the Skegness Building and providing soft play facilities for our younger visitors. The Board is always keen to hear from volunteers so if you are working on a project and you want to provide an update either in person or in writing please let us know and we will put something on the agenda.

There are plenty of opportunities for more of our members to get involved in the work of the Museum many of which can be done remotely if you live some distance from Sandtoft. If you are interested please respond to one of the advertisements for vacant positions or make contact with our HR Manager Stewart David to discuss how we can use your skills and experience to benefit the Museum.

2020 Season

The opening dates for the 2020 season have been agreed and the leaflets have gone to print. Many of our regular events will continue but after the impact of vehicle availability on the success of operator specific events in previous years it has been agreed that this type of event will not be included in the programme. This approach has been adopted by other transport museums such as the Tramway Museum Crich. This does not prevent us from continue to try and operate operator specific vehicles for significant dates as we already do and then promoting this on our website or through social media.

For the 2020 season it has been agreed that there will be a slight increase in our admission charges.

Following feedback from our visitors we intend to produce and sell a Museum Guide which will be available to purchase on reception or in the Trolley shop. The idea of the guide is to provide a history of the site and the Museum, provide some basic information on what a Trolleybus is and details of the attractions on site. The text will be accompanied with good quality photographs of the Museum and some of its exhibits. In the new season we also intend to issue our younger visitors with a badge and activity sheet on arrival and reintroduce depot tours. The leaflet and

map handed out on reception has also been reformatted and updated.

The other thing you will notice at the start of the new season will be improved signage on site. This is very much work in progress and will include speed limit reminders for some of our more heavy-footed drivers!

The drinks are on us!

The Board has recently agreed that with immediate effect the Museum will provide the tea, coffee and sugar provided for the use of volunteers in the box van. At the moment this does not extend to providing milk due to practicalities of making sure fresh milk is always available.

Weekday volunteers are also reminded that if you visit the Museum on an open day when the Café is open remember to bring you volunteer badge with you to make sure you get your staff discount.

Keighley Transport Festival

Over the Spring Bank weekend in May the Museum's Cedes-Stoll Trolleybus will be attending the Keighley in Motion transport festival which will celebrate local road, rail and canal heritage. If you are in the area the trolleybus will be located near the railway station in the Keighley College car park. The Museum will be one of over 20 organisations involved in the event. It is also hoped that the original 1924 Straker Clough double deck trolleybus, Keighley Corporation No 5 will be on display following restoration in the Keighley Bus Museum.

Notes on 36th AGM of STCL

The 2019 AGM was held later than had originally been planned, which Company Secretary Jason Spencer explained was because there had been a risk that members would not be given the correct period of notice of the event.

The company's Articles of Association provide for the President to be invited to chair the Annual General Meeting. Bob Rowe had accepted the Secretary's invitation and presided over the proceedings. There was a very high turnout for the meeting, with 61 members being present, making the Regal Cinema rather crowded!

Graham Bilbé presented the annual report, highlighting the Museum's many achievements during the financial year 1 February 2018 – 31 January 2019 and developments during 2019.

The project to have a replica built of the first Cedes-Stoll trolleybus to operate in the UK had been completed in under two years and had attracted a lot of publicity for the Museum.

There had been many very successful Trolleydays. In particular, the Trolleybus Museum at 50 Gala attracted large crowds every day of the August Bank Holiday weekend and there had been excellent feedback afterwards. The fact that a record number of trolleybuses was operated and the entire on-site collection was accessible, had been very well received by visitors

Behind the scenes a lot of work had been done by the Museum's Joint Working Group with the British Trolleybus Society to plan the use of the land purchased by the BTS and STCL. Graham invited me to talk briefly about those plans, which are described in detail in another article in this edition.

Graham thanked all the volunteers who had worked so hard throughout the year for making 2019 so successful. He also paid tribute to the members who had passed away since the 2018 AGM.

Francis Whitehead presented the company's financial report for the year, which is being distributed with this edition.

The Board's Special Resolution to increase subscriptions in 2020 was debated, with several speakers believing the new rates proposed to be excessive. A member proposed a new resolution

with a lower rate of increase but the Chair of the meeting advised that it was not allowed procedurally to submit a revised proposal. The original motion was put to the meeting but was not passed.

The final item on the agenda was the election of a Finance Director and two ordinary Directors. Jason Spencer read out the brief statements that candidates had provided and the candidates were also given the opportunity to say a few words.

With the formal business of the meeting concluded, members went to the café, where an excellent spread of refreshments had been prepared by Joanna Hanchett.

After the break, back in the Regal the results of the election were announced and are reported elsewhere in this edition of Scene. Following this came the Members' Forum, which provides a very useful opportunity for members to question the Board of Directors and make suggestions for improving the Museum.

A good proportion of those present were very engaged with present and possible future developments. There were questions about the delay to building the new eight-vehicle depot. Francis Whitehead explained why the particular type of building had been selected and the cost increases which had delayed having it erected while he sought out different contractors.

There were also questions about the condition of the depot and the difficulties volunteers had in opening and closing the doors. Suggestions were also made about how these problems could be rectified. Bob Rowe asked the members who had raised these points to take the advice provided to reduce the problems being experienced.

Several members commented on a lack of interpretation at the Museum, which meant that visitors did not appreciate some of the overhead wiring features and were unable to easily learn about the Museum's historic trolleybuses. It was also suggested that there should be a display about the use of the site by the RAF.

Dave Chick



Isle of Axholme Running Day

20 October 2019




WE NEED VOLUNTEERS

Would you like to help run the Trolleybus Museum?

We have the following volunteer posts that we'd like to fill as soon as we can:

Retail Manager reporting to the Commercial Director, this post will have overall responsibility for the shop, Tea Trolley Cafe, and Reception area.

Shop Manager reporting to the Retail Manager, the Shop Manager will be responsible for all aspects of running the shop.

Cinema Manager

this post will be in charge of running the Regal Lecture Theatre, organising talks, displays, video shows etc.

Webmaster maintaining the Museum's website and email systems, this post will report to the Commercial Director.

Trainee Overhead Linesmen

working for the Overhead Manager these postholders must be prepared to undergo a reasonable period of training.

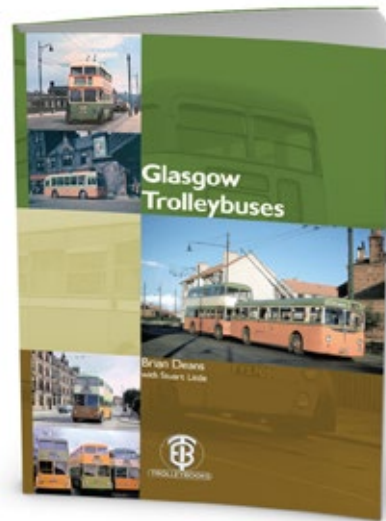
Project Manager/s reporting to an appropriate Director. We have a number of new projects, including building works marketing, record keeping and so on which need volunteer help. These posts require various amounts of time. Some are small projects, others require varying amounts of attention.

In accordance with our diversity policy these posts are open to all members – or even non-members, although once a postholder would be asked to join - but in the case of the Trainee Linesmen the work can be heavy so you will need to be reasonably fit and be prepared to work at heights. If you would like to take on one of these jobs or know someone who would, please apply to Stewart David (stewartdavid@sandtoft.org).

New Book Releases

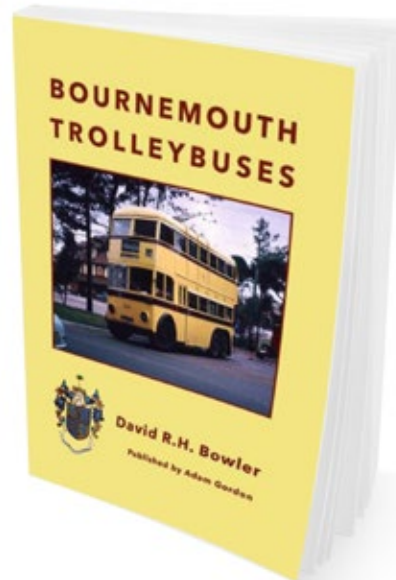
Here at Sandtoft Scene we are always excited to hear about new trolleybus books.

From Trolleybooks comes "Glasgow Trolleybuses" this is the first full history of the last British system to open to be published. It is based on original research by Glasgow trolleybus expert, the late Brian Deans, brought to completion by Stuart Little. Brian had previously written a series of booklets on the system. This book is published to commemorate the 70 years since their introduction in 1949, this city-wide system welcomed trolleybuses into a huge municipal undertaking of trams and buses at a time when road public transport was vital to urban life. Innovative and confident, the Corporation was to introduce 35 foot single deck trolleybuses that were at the forefront of industry standards. But competition from cars and changed priorities saw decline before full potential could be realised, in an era that didn't understand the impact of fossil fuels. The story presented is detailed and very pictorially comprehensive, told over 222 pages and with 454 pictures and maps.



From Adam Gordon Books comes "Bournemouth Trolleybuses" by David Bowler. This book has been published to mark the 50th anniversary of the abandonment of the Bournemouth trolleybus system which occurred on the 26th April 1969. The book has 628 pages and includes 465 photographs, 100 of which are in colour. Also inside are 35 maps to illustrate the trolleybus system. It is an impressive and comprehensive history of the Bournemouth system with the amount of research and love of the subject from David obvious. Whilst technically a second edition, this must be considered a new book from the author. A great deal of information has come to light since the first edition to extent that the main text of the book covers almost twice as many pages. As well as the main history there are eighteen appendices that cover detailed aspects like the wartime loans, the traction poles or the personalities involved in the system.

Look out for them at your favourite bookseller - the Sandtoft Museum shop!



Sandtoft 2030



Bournemouth 301, nearest the camera, was the last new trolleybus built for service in the UK and is a candidate for display in the exhibition hall. It is seen with Bournemouth trolleybuses 99 and 297, with the mobility scooter-based Bournemouth Sunbeam MS2 replica in front.

An ambitious ten-year expansion plan aims to enhance the visitor experience and make the museum more resilient. By Dave Chick

It's Easter 2030 and with the launch of the Museum's new season one of the year's first visiting families arrives from the Belton direction. These days they have to pass the old entrance to White's and drive through the main gate that at one time just led to the Burntwood bungalow. Now they turn left to enter the car park on the land that the Museum acquired in 2018, then go through the attractive reception and shop and plan how to start their visit.

Perhaps they will wander round the impressive exhibition hall, looking at how British trolleybuses developed from their earliest days before the First World War, represented by Bradford 515, the world's oldest surviving trolleybus, right up to the 1980s Electroline experiment, also learning about the various jobs and trades that were needed to run a trolleybus system.

The children love riding on the Sandtoft District Railway and on the quirky Cedex-Stoll trackless, but the whole family is looking forward to their first trolleybus ride since the line was extended.

With visits planned to the old favourites such as the Cycle Shop, Toy Museum, Cedex Museum, the play area, prefabs and the cinema, this is going to be a full day out and so Mum and Dad want to go to the café first!

This may sound like a pipe dream, but the Trolleybus Museum at Sandtoft has set up a Joint Working Group (JWG) with the British Trolleybus Society and over the last year it has been making very good progress. The purpose of the JWG is to support the governing bodies of Sandtoft Transport Centre Ltd and the British Trolleybus Society (BTS) in achieving jointly-agreed goals for redeveloping the existing Museum site, the Burntwood property and land and the land purchased by STCL in 2018.

The JWG has four members appointed by the STCL Board and four by the BTS Committee. It has been tasked with developing a long-term plan for the combined site, conducting research, finding suitable methods for funding including seeking external funding and managing communications with statutory bodies, the local community, consultants and so on.

Once the Group makes recommendations the decisions are then taken by the STCL Board and the BTS Committee.

With a working title of "Sandtoft 2030", the overall intention of the project is to provide a vastly improved visitor experience and to integrate the Burntwood site with the Trolleybus Museum at Sandtoft so that visitors have a single seamless museum experience.

In particular, there will be:

- A large emphasis on trolleybus rides, with an extension of the trolleybus line
- A depot for and an integrated line for the Cedex replica
- Replacement of the existing depot building to provide covered exhibition areas and good quality storage for vehicles not on display
- A dedicated archive facility to replace the Museum's and the Society's current limited facilities, eventually providing access for researchers
- Adequate car parking for visitors and staff
- Improved and extended workshops
- Opportunities to open the museum more often
- A replacement lecture theatre/cinema facility
- A new and relocated play area for children
- Extension of the street scene
- Staged introduction of additional attractions to the museum
- An exhibition hall providing high-quality storage and display facilities

The first additional attraction to be planned is a miniature railway, provisionally known as the Sandtoft District Railway. The rolling stock, infrastructure and some other necessary equipment has kindly been donated by Professor Francis Terry. It is currently operating as the Ise Valley Railway in Northamptonshire. Graham and Tina Bilbé have donated a building to be used as the engine shed and Brian Hadnam is making a generous donation to cover the cost of transporting the rolling stock, infrastructure and engine shed to Sandtoft.

Last year the BTS prepared a plan to enhance the Burntwood entrance and submitted a planning application to North Lincolnshire Council. No objections were lodged and a decision on the application is awaited. Responsibility for developing the plan will then pass to the JWG.



Ise Valley loco 5 and two coaches, with Francis Terry at the controls

Another strand of the Group's work is "The Gateway Project", which will turn the Burntwood gateway into the Museum's main entrance and see the introduction of a new public car park on the land purchased at the end of 2018. A new reception building will be required and the shop will be relocated from the Axholme Stores. The combined shop and reception will be managed by the same team of volunteers, which should help us to provide visitors with a better service, because the shop tends to be quiet when reception is busiest and vice versa. It also means that when visitors depart towards the end of the day there will be someone in reception... and they will be able to make a last-minute purchase! The space that is freed up in the Axholme Stores could be used to put on temporary exhibitions.

We have set ourselves the very ambitious target of having this ready for the start of the 2021 season. However, there is a huge amount of planning, fundraising and sheer hard work to do to achieve this and if the plan slips at all the target will have to be revised to 2022.

The Board and the Committee have endorsed this concept but we now need to develop the plan and arrange funding.

The proposed exhibition hall forms an important part of the overall plan. The JWG has received advice from a heritage consultant that before applying for the major funding required we should start with an application for a small scheme and establish a relationship with the National Lottery Heritage Fund (NLHF). The identification of a suitable short-term project and gauging an initial reaction from the NLHF is one of this year's priorities for the JWG.

Behind the scenes a lot of research is being carried out. Most recently, several members of the Group visited the Tramway Village at Crich, where we were made very welcome. The management team gave us invaluable advice about how they managed their expansion plans, including the introduction of an exhibition hall.



Part of the indoor children's play area at Crich. The Sandtoft Board wishes to relocate and improve the existing play area and planning this is one of the objectives for the Joint Working Group.



The interior of the exhibition hall at the Tramway Village at Crich.

Every member of the Joint Working Group is committed to achieving all these objectives. At present, membership of the Group consists of (for TM@S) Helen Cross, David Hanchett, Kieran Proctor, Jason Spencer and (for BTS) Graham Bilbe, Dave Chick, Roy Fawcett and Francis Whitehead.

How can I help?

The JWG is developing fundraising plans and STCL and the BTS will welcome donations to carry each part of the plan forward. These individual projects will be publicised in Sandtoft Scene as they are worked up and members' support will be requested at that time. If you have any artefacts that could be part of the archive or may be suitable for display in the exhibition hall or in temporary exhibitions which the Museum may put on in future, please let the Editor know. Offers of help are always appreciated and we also welcome members coming to visit on Trolleydays and talking to volunteers on site about our future plans.

Special Members' Visit to the Ise Valley Railway near Finedon, Northamptonshire, 21/22 March 2020

On behalf of the Sandtoft Transport Centre Ltd and British Trolleybus Society Joint Working Group, I am pleased to announce that the Museum Board has accepted a kind offer from Francis Terry to donate his 7¼" Gauge railway. One of the objectives set for the Group is to provide additional attractions at Sandtoft and the railway will be the first, once a suitable route has been agreed and the necessary groundwork completed.

As Francis and his wife Rachel are planning to move this summer, they have kindly agreed to host a 'farewell' weekend to the railway in its present location before dismantling begins, specially for our members to see for themselves the potential that this type of railway has. It is no ordinary 7¼" gauge 'miniature' line with scaled-down mainline engines, but a working 'minimum gauge' railway which has been used for general estate management purposes - as well as the odd passenger trips, of course!

This will be a unique opportunity to visit this line, which has never been open to the public; it has been arranged for the **afternoons of Saturday and Sunday, 21st and 22nd March, between 2pm and 5.30pm**. Rachel has kindly offered to provide tea and cakes mid-afternoon. No charge is being made

but any donations toward the installation of the railway at Sandtoft will be much appreciated.

Because this is a private site and riding opportunities will be limited by the available rolling stock – apart from any other considerations – numbers on each day necessarily will be limited to approximately 20 visitors. Places will be allocated on a first come, first served basis, and members may bring not more than 1 guest, (though more may be considered for family groups with children, or if there are still places available nearer to the date.) Entry will be strictly by pre-booking, so exact details of the location will only be forwarded to those lucky people a week or so before the event.

I feel sure that once members see what can be done, visions for its future use at the museum will become much clearer. It is truly delightful in its present setting, so book quickly to come and sample it for yourself! We are extremely grateful to Francis and Rachel for offering us the railway, and this unique opportunity.

Please contact Graham (quickly) at grahambilbe@sandtoft.org if you want to attend.

John Ayrey & Trolleybus Preservation



50 Years On...

Some of you may have seen the black Mercedes Sprinter van of John Ayrey Die-Casts brought to site by Andy Feather & Norman Hinchliffe, and perhaps wondered what the connection is with Sandtoft. It is a connection that dates back more than 50 years and originated with the preservation of Liege 425 in 1966.

LIEGE 425

The story really starts in 1950 when John Ayrey and his father bought a model shop at Frizinghall on the Crossflatts trolleybus route in Bradford. The shop was named 'Bradford Model Railway Centre' and in the early 1960s a second shop was opened in Huddersfield under the same name. John made frequent visits to Germany and with his keen interest in trolleybuses built up a large collection of photographs from around Europe. During a visit to Liege in Belgium he was attracted to the antiquated single deckers that were due for withdrawal. He made contact with the transport department in Liege and in 1966 he purchased trolleybus 425 at 'a very reasonable price'. He was helped with the cost of the adventure by a member of his staff Stan Ledgard, who was well known as a transport photographer and author.

Before leaving Liege, 425 went on a final tour of all the remaining trolleybus routes with John and the towing party.

The tow from Liege was carried out by Alfred Gledhill of Heymoor Garage, Kirkburton, near Huddersfield, with his ex-Army Morris Commercial 4x4 truck. The trolleybus was registered in Bradford prior to the tow, and import/export documentation had been produced

in both English and French by the AA. The tow went very smoothly until the convoy reached the French border where they were turned away three times by the French Border officials, being sent to the back of very long queue of goods vehicles on each occasion. The French absolutely refused to allow 425 to be towed through their country and refused to even read the French translation of the export documentation.

After all efforts at persuasion failed, John and the party turned the vehicles around and made a seventy mile detour to Ostend. But the problems did not end when they arrived at Ostend, because 425 was 11 inches too high to fit on the boat! People who have seen 425 will realise that the two trolley booms are mounted one above the other on a common swivel. So in ice and snow with a biting wind, John and the rest of the group had to climb on the roof and remove the booms and trolley base, which they stowed inside the saloon.

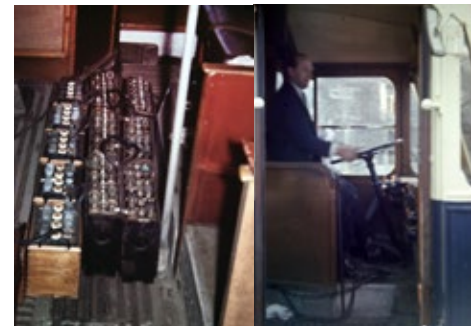
Once the height had been reduced, the convoy then had to reverse down the ramp onto the boat in darkness with only three inches to spare on either side. In contrast to the French, the Belgian border officials could not have been more helpful and leaving the country was no problem at all.

All went well until the convoy was driving up the A2 in Kent, when John touched the brake pedal in 425 and the main fuse board 'blew fireworks' all over the cab. 425 does, of course, have regenerative braking and the loose cables from the hastily removed booms tied on the roof became a giant arc welder and burnt a hole in the roof before blowing the main fuses!

Having realized the problem, the rest of the journey back to Yorkshire passed uneventfully and the party arrived back at Heymoor Garage five minutes earlier than the estimated time for the 1,000 mile trip.

The preservation of 425, important as it is, was also the catalyst for future events that were to eventually prove important to the Sandtoft project.

John Ayrey stored 425 in a shed at a yard belonging to Baron's Removals in Frizinghall, Bradford and was keen to operate it in any way he could. He purchased a quantity of Ni-Fe cell traction batteries from Newcastle, plus the traction batteries from Nottingham 506 (see below), which were lined up along the saloon gangway.



For a trial run on battery power, John borrowed an Austin dropside lorry from a friend and 425 was towed into Bradford with a rope! A successful journey around the centre of Bradford was the reward for all the hard work charging and moving batteries in and out of the trolleybus.

So having proved that the batteries would propel 425, on Sunday 25th June 1967 Liege 425 ran from Chapel Lane, Allerton down into the centre of Bradford using only gravity and battery power. This was combined with an enthusiast tour of the Bradford system using trolleybus 716.

John was keen to operate 425 on the Bradford system and 425 was taken to Thornbury Works for a full inspection. The inspection went well except for the fact that 425 has regenerative brakes (remember the burnt roof on the tow from Belgium). Because of this, Bradford City Transport refused to give permission to run 425, fearing damage to their mercury arc substations.



Liege 425 at Frizinghall Bradford

Sometime after this, John sold his share in 425 to Stan Ledgard who on one occasion foolishly ran 425 down Wakefield Road with the booms on the disused overhead wiring. Bradford City Council took a dim view of this action and this soured their relations with enthusiast groups for years to come.



Liege 425 at Thornbury Works (S. Ledgard)

NOTTINGHAM 506

In early 1967, the Huddersfield Trolleybus Preservation Society had the opportunity to purchase a 'non-Huddersfield' trolleybus, either Glasgow TBS13 or Nottingham 506. The HTPF was run, at the time, by a committee of schoolboys in Huddersfield, including Steven Lockwood, David Beach and John Longbottom. Money was very tight and nobody wanted to jeopardise the chances of buying a Huddersfield trolleybus (eventually 631). But it was thought to be a good idea to have a trolleybus of our own to help with publicity and attract new members.

After various meetings with John Ayrey it was agreed that he, along with Michael Storry another friend of Andy & Norman, would purchase Nottingham 506 on behalf of the HTPF with interest free loans. 506 was chosen because it was facing the scrapman as the NTA had decided they could not afford to buy it, whereas the Glasgow Transport Museum were showing interest in TBS13.

John Ayrey also arranged for 506 to be towed from Nottingham and stored in the same yard at Frizinghall as 425.



Nottingham 506 towing to Huddersfield

506 was displayed on Thornton Road, Bradford on 25th June 1967, the same day that 425 ran from Chapel Lane and 716 toured the system, all three vehicles meeting up on Thornton Road.

425 & 506 were both brought from Frizinghall to Thornton Road and back using a David Brown 1200 agricultural tractor, kindly loaned with a driver for the day by David Brown Tractors, then based at Meltham, Huddersfield. (This operation is shown on page 46 of Gavin Booth's book 'Bus Ancillary Vehicles – The Municipal Support Fleet' – can you also spot Andy Feather on the 'Half title page' of the same book?)



425 & 506 on Thornton Road Bradford

ANDY FEATHER & NORMAN HINCHLIFFE

Andy and Norman are well known to most of the older Sandtoft regulars as the original designers and constructors of the Sandtoft overhead system.

Andy lived in Bradford and as a schoolboy he worked part time at John Ayrey's Bradford shop. Norman lived in Huddersfield and as a schoolboy also worked part time at John's Huddersfield shop. They had never met, but both were members of the fledgling Huddersfield Trolleybus Preservation Fund and both had an interest in trolleybus overhead wiring.

Both Andy and Norman volunteered independently to help John with 425 at Frizinghall, and assisted John with both the trial run on batteries and the famous trip from Chapel Lane.

Andy and Norman became firm friends because of their joint interest in trolleybuses and their particular involvement with the overhead staff at Bradford

and Huddersfield. Both went on to work at Bradford City Transport, Andy in Purchasing and Norman in Engineering.

Norman and Andy spent considerable time at Sandtoft in the early years after purchasing the two ex-Bradford Karrier tower wagons and the first of the Austin tower wagons (033). The Karriers were both towed to Sandtoft from Bradford with Norman's SIIA Land-Rover.

Norman also purchased the Huddersfield Pole Crane jointly with Michael Storry, and this was towed to Sandtoft with the ex-RAF Austin K9 Crash Rescue Ambulance that was also later bought by Norman.



156 CWT towing carrier to Sandtoft (Nov 1971)

TROLLEYBUS MUSEUM

In the 1960s most of the trolleybus preservation groups around the country were trying to find ways to operate their trolleybuses, and the HTPF were no exception – but lack of finance was always the problem. However, in order to prepare for what the future might bring in the way of an operating museum the HTPF and its members started to acquire items that might be useful. John Ayrey purchased a considerable quantity of overhead fittings from Huddersfield, mainly BICC Universal hangers but including frogs, section insulators, curved segments, etc. and stored them in the cellar of his Huddersfield shop. Andy, Norman Michael Storry and Bruce Lake will all remember moving and refurbishing these items in the cold dark cellar with only one chair and a tiny pair of pliers to help them. In addition, Bruce was able to manufacture some steel spacer bars to a drawing produced by Norman, which helped with the recycling of some BICC hangers.

After the establishment of the Sandtoft Transport Centre, all of John's overhead equipment was transported there by Andy & Norman and most of this equipment was used in the initial construction of the overhead circuits at Sandtoft, together with substantial contributions of fittings from the then Reading Transport Society.

At the time of the establishment of Sandtoft, Norman was working in the Drawing Office at BCT, conveniently next to the office of the Overhead Line



The first running wire at Sandtoft (Bob Ashton)

Superintendent, Ernest Robinson. So together with Andy and with advice from Ernest, Norman drew up the original layout of poles and overhead for the site. It included the two main circuits together with the turning circle outside the depot with its interlaced frog.

The design intended to show off the different designs of overhead by BICC, Wiseman and London Transport on different areas of the site. Fundamentally, the design hinged on what equipment John Ayrey and the RTS had donated to the museum. So John Ayrey is largely responsible for the way the museum layout has developed from the earliest days.

JOHN AYREY DIE-CASTS

Although John Ayrey had given considerable financial support to the HTPF and subsequently Sandtoft, his six days a week in a retail shop prevented him from being an active member at Sandtoft but he has always retained a keen interest in its progress.

He eventually went on to have four retail model shops in the North, Leeds and Manchester being the later shops to open. When his father died, John sold the Bradford shop to a loyal customer, Arthur 'Tug' Wilson who changed the name to 'Frizinghall Models & Railways' to save confusion with John's other three shops. For various reasons, the other three shops were sold or closed and John started the current wholesale business from his home in Baildon. The business grew rapidly but John remained good friends with both Andy and Norman.

In 1995, Norman suffered a serious back problem, and wanted to leave his job as Contract Maintenance Manager at Plaxton. At the same time John, then in his sixties, wanted help to improve his business. Norman and John had discussions about a partnership, but before anything could be settled, John had a heart attack and decided that he really wanted to sell his business and retire. Norman and Andy had talks about buying the business between them, but in the end Norman's wife Judith and her brother Michael also joined with Norman and Andy to buy the 'John Ayrey Die-Casts' business and the new owners started trading in January 1996.



Pressure of work has resulted in Norman being a rare visitor to the site in recent years, but Andy has continued to be a regular volunteer.

However, Andy and Norman continue to be in close contact at John Ayrey Die-Casts, and in April 2017 together with the other shareholders purchased the business of Frizinghall Models & Railways from the Wilson family, who originally purchased the business from John Ayrey all those years ago.

CEDES STOLL DEMONSTRATION TRACK

With the recent construction of the Cedes-Stoll replica, Andy was asked if he could help with the design and construction of a short demonstration track. So fifty years on Andy and Norman have been back at Sandtoft constructing the test track on the back straight.



Andy Feather constructing Cedes Stoll line

Several visits have been made to the site – avoiding running days where possible. Because there are no original Cedes Stoll overhead fittings still available, Andy has adapted more modern ears and mounted them onto home-made 'J' brackets. This has been very much a 'trial and error' process but the end result looks and works very much as the original.

Line wire, short bracket arms and numerous other overhead items have been purchased from the Bradford Industrial Museum as they were surplus to their needs. As a result the John Ayrey Die-Casts van has been a frequent visitor to the site delivering overhead fittings, line wire and tools, etc. - continuing a link between John Ayrey, trolleybus preservation and the Sandtoft site that stretches back more than fifty years!

It Never Rains at Sandtoft. It Pours.

By David Hanchett

It is fair to say that November 2019 was a wet month in North Lincolnshire.

The museum opened for the first weekend of that month with a Reading theme, despite it raining heavily the week before, and during the weekend. The public car park was waterlogged, and resembled a pond in the centre. A contingency plan was activated. White's Farms allowed us to park cars on their access road, which solved the problem, and eventually the sun did come out! Reading Corporation Transport's 113, 144 & 193 operated whilst 174 & 181 were also out on display.

But after the buses were put away, and everyone had gone home, it continued to rain on and off. Mostly on. Consequently on the Thursday before the After Dark Trolleys open day, it was decided to abandon the event. This was clearly the right thing to do, as the centre grass was completely under water as was most of the trolleybus route. Water was streaming off the public road, and straight onto the Museum site. This brought with it mud and leaves and made a real mess. In addition, some of the communities near the Museum were cut off by flooding and some access roads were impassable.

The Museum's website and Facebook pages announced the cancellation of the event. On 16th November, half a dozen volunteers made a point of being on site in case any visitors turned up. They did. During the day about thirty intrepid folk made the journey, unaware of the cancellation. One family had travelled over two hundred miles for the visit.

The café was open for the hardy travellers to gain refreshment, and warm up. Despite the lack of trolleybus availability, a ride on one of our preserved motorbuses was offered and a tour of the depot was appreciated by those that were interested in one.

Looking on the bright side, Douglas 52 had the work on its lights finished. At twilight appropriately, and the traction poles had numbers painted on them. Not easy in the rain!



Left: Reading 113 and the rain (PM)

Above: Just to prove that the sun did show its face - here it is shining on Reading 193 by reception (PM)

Below: Reading 144 113 and 193 1 Nov 2019 (PM)





Twilight Gets Flooded Out

Here are some photos from Stewart David illustrating why the decision was taken to cancel the 2019 Twilight Event.



2020

Trolleybus Driving Experience Days



The new 2020 Trolleybus Driving Experience courses are now available for you to purchase. If you've ever wished to experience the thrill of driving these amazing vehicles, then now's your chance.

Our expert team will guide you through all the elements of driving, starting with some theory over a morning coffee, and then out onto the network for a full day's driving. All our experience days use a British trolleybus, and you learn to drive a full service run of our museum's network.

All refreshments and lunch are included, and you can bring a guest along too. In addition, we'll extend your Trolleybus Museum membership by a further year for free.

To book your place, please visit www.sandtoft.org.uk/experience, or if you have any questions, please contact Richard Jackson, TDE Manager, richardjackson@sandtoft.org

The new 2020 dates are:

Saturday 30 May 2020

Sunday 31 May 2020

Monday 15 June **SOLD OUT**

Saturday 11 July 2020

Sunday 12 July 2020

Johannesburg 589 *Progress as at Feb 2020*

Ian Barrett brings us up to date on his progress with restoring Johannesburg 589

Since the previous coverage in Sandtoft Scene about the restoration of Johannesburg 589, we have made steady progress with the main body framing.

The framing to the lower saloon is now complete on both sides, including the front exit doorway. The area around the rear of the trolleybus has been rebuilt to include a replacement platform, staircase and battery box under the stairs: all this was an interesting challenge, as having taken this project on, I found that there was no accurate existing information about the original positioning of items – except, that is, for a small collection of seriously rusty pieces that were not really joined together in any way. This was compounded by the discovery that the vehicle had not only been seriously affected by accident damage to the lower off-side-rear corner and bulkhead, but also the upper near-side-rear corner. In fact, the near-side top of the vehicle was 1½” shorter than the off-side and the whole of the rear dome had been pushed towards the near-side - a problem we are working towards rectifying as we progress further. From the heap of back end bits that came to me with 589, it has been possible to re-use the staircase inner stringer, one stair riser plate and the off-side-rear corner stress panel, after some fairly large repairs. All the rest of the staircase and platform framing has had to be replaced with new material.

Nearly all of the timber work (ash) has been fitted to the lower deck structure. This, in turn, has allowed us to trial fit the new opening window pans to both sides of the vehicle. We are in the process now of stripping the old window opening mechanisms and cleaning/ polishing/ painting the re-useable parts. Unfortunately, a large amount of the hidden parts

of the mechanisms (and every bay has a full-drop opening window) are in poor or un-useable condition, so will have to be re-manufactured.

A one-foot width along the entire near-side top deck floor edge has had to be replaced with new planking, as the previous edge material had rotted away completely and left the top and bottom pillars touching “end to end” as the upper deck had dropped. The outer base timber that the upper-deck framing mounts on has been renewed and after jacking the roof into position, the pillars and stress panels have all been replaced, including making a new “special” near-side-front pillar to suit. Mounting brackets for all timber work to be fitted to the pillars have been fabricated and welded in place. Whilst some timber has been fitted already, more ash to fix to the pillars is being machined and shaped to suit.

Some of the more serious dents (it looks like boom damage from some violent de-wirements) have been knocked out of the roof panels and a number of the roof hoops have been straightened (as best as possible) in order to get the ceiling back into a reasonable position. There is more to do here, but this helps to establish the correct overall shape of the vehicle. Each side of the gantry roof panel (steel) has had the rust cut out and new material welded in, whilst several plates have been made and riveted into other roof edge panels where the aluminium has corroded away. The roof vents have been removed and new items are in the process of being made.

No.589 is looking more and more like the majestic trolleybus it should be! *(All photographs by Ian Barrett)*

We have received some very significant donations for no.589 in the past few months – thank you to those generous enthusiasts, some of whom are not members. Right from the start, the entire project has been funded by donations and not one penny of Museum cash has had to be called upon. All this work by Ian Barrett and his team does mean we are getting through cash quickly, so our fund raising for no.589 continues. If you would like to contribute (either one-off sums or via monthly standing order into the dedicated 589 bank account), please contact Francis Whitehead at the Museum address or at fwhitehead@sandtoft.org



Above: Rear platform area under reconstruction



Above: The staircase rebuilt – the original inner stringer and one riser were salvaged and repaired but other parts had to be fabricated using old bits as a pattern



Right: The near-side, upper deck front bay stripped out and awaiting a new corner pillar

.... and the new pillar, stress panels and some new ash in place. The old destination box can just be seen to the left



Above: “As found” – the upper deck near-side lino-covered floor and some well-rotted body structure. Stripping the lino off revealed around 12” of the floor timber had rotted away. The seat rail (top of photograph) arguably held this part of the body together.



Above: The joint between the upper and lower deck structure on the near-side (this was the better side!), viewed from the outside: the rotten floor planking had disintegrated such that the whole upper deck structure had dropped by over 1½” so that the upper and lower deck pillars were touching each other. New stress panels

Vehicle Preservation Reports

Contributors: **Mark Boulton, Jim Sambrooks, Len Smith and Geoff Welburn.**



Above: The off-side of the rear roof dome: the vertical handrail stanchion at the top of the stairs has punched through the aluminium causing additional splitting. Probably, a weakened dome from a rear-end accident, combined with a violent dewatering and subsequent body movement caused all this.

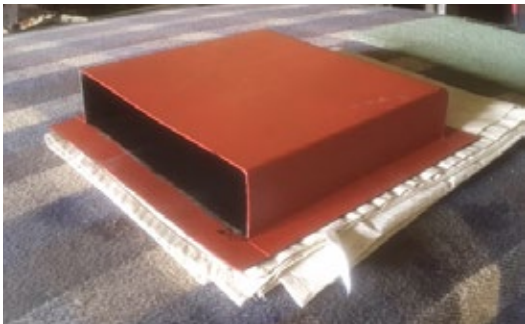
Above: The badly-dented rear roof dome: the catwalk and boom hooks can be seen at the left



Above: One of the old roof vents, well battered and rusted



Above: A new roof vent under construction



Above: The new roof vent, ready to fit

Right: A cleared-out upper deck, looking towards the front. With the off-side virtually finished, the roof is temporarily strutted at the near-side to its proper alignment pending the near-side steel structure being progressively dismantled, repaired/ replaced and rivetted into place; the old flooring to the nearside has been chopped out ready for new planking



Jim Sambrooks the Workshop Superintendent would like to welcome Les Taylor and Steve Lynskey to the Wednesday Workshop team and to thank Steve for his assistance with 181 & 174. Jim has also received considerable help recently from long standing members, which is much appreciated.

Trolleybuses

Bournemouth 301

Owned by British Trolleybus Society, this vehicle has been moved to the Keighley Transport Museum for under cover storage and for work on its electrical system. The latter should be completed in the first half of 2020 and it is hoped that it can return to Sandtoft to run soon thereafter. If undercover accommodation can be found.

Bradford 746

A nearside downstairs sliding window was cracked and needed to be replaced. The whole assembly has been removed and stripped down by Geoff Welburn. A toughened piece of glass has been ordered. This aluminium sliding window frame requires several brackets replacing as the originals have sheared.

Bradford 792

Due to a leaking brake chamber this trolleybus has been out of use for some time. New replacement leather of the correct thickness is proving difficult to come by. Can anyone help?

Cleethorpes 54

Len Smith and Dave Blyth have paid some attention to the low tension electrics following rewiring by Bruce Lake several years ago. All wiring has been circuit tested. The bells, horn, internal and external lamps are now in working order. Once the position of the fuse panel can be determined this will be fitted in the cab and the 12 volt system will be complete. The people at HVG Direct [which has recently moved near to the Green Tree pub at Hatfield a couple of miles away] have been very helpful in supplying bulbs etc. It might be remembered that when Andy Fieldsend started to restore this pre-war trolleybus almost forty years ago very little remained of the cab.

Reading 174

In order to renew a differential seal, 174 has spent some time in the workshop. The sourcing involved a trip to the Penistone premises of Hardy Hanson (not the brewery) who made the new felt seals to pattern. Extra seals were purchased for stock; the other diff seals were adjusted to stop them from leaking.

Reading 181

Oil seals were leaking on 181 as well. This time however, the adjusters took up enough of the slack to stop the leaks. No new seals required this time.

South Yorkshire 2450

The traction motor is now ready for collection after a re-build. It will be lifted back up into the vehicle as soon as it arrives. Testing of the electrical system can then start in earnest. Some thought is being put into how the vehicle can be re-painted, as it is too high to fit into some paint shops due to its roof mounted boom guard.

Motor Buses

Bradford 558

Geoff Welburn is continuing with the painting of the roof which has been fully primed and partially undercoated. For some considerable time the exhaust pipe has not extended past the outside edge of the bus. This has resulted in a soot blackened side panel. Parts are being obtained so that it will extend outward as it should after elongation.

Doncaster 22

Work has started to remove the engine for its return to its restorer for warranty work.

Doncaster 33

After an engine overhaul in Nottinghamshire this vehicle is now residing in the depot once again.

Doncaster 94

Interior restoration continues. All upper deck seats have been removed as has the floor coverings. The adverts have been photographed for reproducing and the ceiling has been repainted.

Douglas (Isle of Man) 52

Graham Rhodes is the 'Caretaker' (and original preservation owner) of this wartime Daimler. He now has a workshop manual for the type and this is obviously, proving useful during the restoration. The vehicle has spent some time on the pit and the rear brake system is now semi-dismantled awaiting further vehicle time in the workshop. The front brake plumbing is now restored and the throttle linkage has been reassembled after the engine removal and re-fitment a few years ago. Electrical improvements include the overhaul of all the interior lamps fittings and headlamps, all are now in working order.

Felix Motors (Doncaster) 40

Felix 40 / 'Dinky Villa' left Sandtoft on 25th October 2019 and arrived safely at its undercover storage in Beltoft shortly afterward. It was left for a fortnight to dry out and then the last of the internal camper fittings were removed. Throughout November the external body panels were stripped down to bare metal and endless plumbing and gas pipes were removed from under the chassis. In January the floor was taken up & almost all of the near side was carefully labelled & taken off and the rebuilding of the frame commenced starting with the back nearside wheel arch. Almost all of the new pillars are now in place. The cross members are made and ready to go in. The horizontal rails across the middle and bottom of the windows have been saved along with most of the metalwork

in the pillars. The pillar behind the front wheel had rotted away and failed, leaving just a bent metal plate holding the roof up. If all goes to plan the coach will drive out of the barn under its own power this year as a road worthy unpainted shell. The quest to find replacement seating continues. [Can anyone help?]

The price quoted for remaking the original moquette is an eye watering 5 figure sum. Does anyone have any of the same design used by Felix Motors No. 40?

Sheffield 1357

On 15th December 2019 1357 left the Museum and is now with its new owner in Rotherham. It might be remembered that this ex-Sheffield Leyland Atlantean arrived at Sandtoft in 1986 having previously been converted to a driver training bus. It had very few seats, no cab panels and no staircase. The Sheffield Transport Group obtained many parts from scrap vehicles and rebuilt the cab and staircase from scratch.

Ancillary Vehicles

Blue Leyland 270 Tractor

A set of new tyres has been fitted.

Red International Tractor

The charging system now works, just about, but only enough to make it serviceable. This useful vehicle is in need of quite a lot of remedial work.

A Few Facts and Figures About our Operating Trolleybuses

During 2019, a total of 18 trolleybuses operated (in 2018, 18) on 32 Trolleydays (in 2018, 30), and a total of 1,113 service trips were made (in 2018, 1,091). Museum-owned trolleybuses operating in 2019 totalled 5 (in 2018, 4), to operate 28.30% of the service trips (in 2018, 32.26%).

The most used trolleybus in 2019 was Bradford 746, which operated on 18 days, operating 158 trips; the second most used trolleybus in 2019 being Bournemouth 297 (12 days, operating 123 trips); the most used 3-axle trolleybus in 2019 was London 1348 (11 days, operating 83 trips).

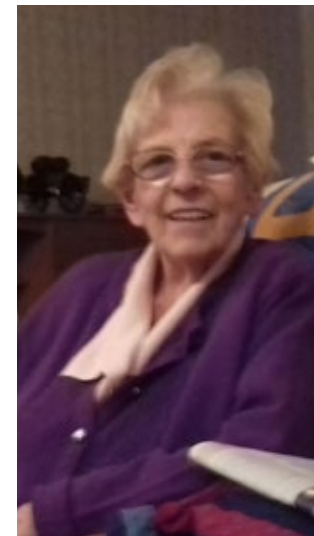
In recent years, the most used trolleybuses have been:

2019	Bradford 746	18 Days	158 Trips
2018	Bournemouth 297	18 Days	201 Trips
2017	Bradford 792	15 Days	144 Trips
2016	London 1348	19 Days	174 Trips
2015	Bradford 746	17 Days	135 Trips
2014	Bradford 746	15 Days	141 Trips
2013	Maidstone 72	15 Days	119 Trips
2012	Huddersfield 631	18 Days	127 Trips

Note: This data relates only to use on Trolleydays; it does not take into account TDE days, private visit days etc.



Audrey May Rennie




It is with great sadness we report the death of Audrey May Rennie on 8th January 2020 aged 90 years.

When Audrey found out that I worked as a volunteer in the café at the museum she immediately volunteered her services. Audrey had worked in a bakery after leaving school and soon became a valuable member of the café team helping out on open days and TDEs. Audrey took over the sink and dishwasher as her domain - and woe betide anybody that tried to do her out of her job! Audrey showed me how to make egg sandwiches properly with just the right amount of seasoning. I can remember Audrey and Mary, Linda Proctor's mother buttering 6 loaves of bread and making them all into sandwiches in their eighties. Audrey loved being a member of the café team and often spoke with fondness of her time in the café, with customers and the volunteers when she could no longer come due to ill health. She was a very sociable person and will be sadly missed. **Gill Ferris**

RUNNING DAYS IN 2020

Open 10.30am - 4.30pm unless stated otherwise

Easter Weekend Trolleydays <i>with Easter Egg Hunt for the Children</i>	Saturday 11 April Sunday 12 April Monday 13 April	
Weekend Trolleydays	Sunday 26 April Monday 27 April	
Trolleyday Plus - with <i>Lincolnshire Louth Car Club Classic Section Show</i>	Friday 8 May	
May Day Bank Holiday Weekend Trolleydays	Saturday 9 May Sunday 10 May	
Spring Bank Holiday Weekend Trolleydays	Saturday 23 May Sunday 24 May Monday 25 May	
Weekend Trolleyday	Saturday 13 June	
Trolleyday Plus with <i>East Yorkshire Thoroughbred Car Club Rally</i>	Sunday 14 June	
Weekend Trolleydays	Saturday 27 June Sunday 28 June	
'Gathering Saturday Trolleyday - a preview of 'Gathering Day itself with twilight trolleybus operation, BBQ & real ale beer tent	Saturday 25 July Open 10.30am - 10.00pm	
Sandtoft Gathering 2020 <i>- with visiting historic vehicles, transport flea market, live music, real ale beer tent & lots for the family to see & do</i>	Sunday 26 July Open 10.00am - 6.00pm	
Blues & Twos Weekend - Trolleydays Plus with visiting retired 999 vehicles, dramatic emergency services displays & demonstrations	Saturday 15 August Sunday 16 August	
August Bank Holiday Weekend Trolleydays Plus <i>featuring vehicles owned by the British Trolleybus Society</i>	Saturday 29 August Sunday 30 August Monday 31 August	
Model Weekend Trolleydays <i>with a variety of visiting model trolleybuses, trams and trains on display</i>	Saturday 19 September Sunday 20 September	
Weekend Trolleydays	Saturday 3 October Sunday 4 October	
Trolleyday Plus with <i>Isle of Axholme Running Day & Rally</i> <i>- presented by Doncaster Omnibus & Light Railway Society</i>	Sunday 18 October	
Twilight Trolleydays <i>with trolleybuses running until after dark</i>	Saturday 31 October Open 10.30am - 6.00pm Sunday 1 November Open 10.30am - 6.00pm	
Twilight & After Dark Trolleyday <i>- with twilight & after-dark trolleybus operation</i>	Saturday 14 November Open 10.30am - 6.00pm	

 indicates FREE BUS operates on these days, departing 11.30 am from Doncaster Interchange (Bay C6) to the Museum, with return at 3.30pm (journey approx. 40 mins). **NOTE:** See website for details of extra journeys on Sandtoft Gathering and Isle of Axholme Running Day & Rally days - www.sandtoft.org for times

ADMISSION (charges include a Gift Aid donation):

Adult £9.00 Senior (61+) £7.50 Concessions* £6.50
Family (2 Adults + up to 4 Concessions) £27.50

On days shown on dark red background:

Adult £11.00 Senior (61+) £9.00 Concessions* £7.00 Family £32.00

* Concessions consist of children aged 5 - 15, disabled, accompanying carers and NUS cardholders. Children under 5 are admitted free



For full details, visit www.sandtoft.org