

Sandtoft Scene

November 2022

No. 123



NEWS & VIEWS FROM
The Trolleybus Museum
AT SANDTOFT



Editorial Team

Managing Editor

Helen Cross

✉ scene@sandtoft.org

Features Lead

Ian Brown

✉ ianbrown@sandtoft.org

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.

Contacting the Museum

Telephone & Messages 01724 711846

Information Line 01724 711391

Email trolleybusmuseum@sandtoft.org

Website www.sandtoft.org

f facebook.com/trolleybusmuseum

Front Cover Picture

The flags were at half mast at Sandtoft as we commemorated the life of the Queen during September's period of public mourning. Photo by Trevor Hall.

Photography

Photographs in this issue have been kindly provided by: Bob Ashton, Graham Bilbé, Mark Boulton, Dave Chick, Trevor Hall, Bradley O'Connor, Kieran Proctor and Francis Terry.

© Sandtoft Transport Centre Limited

The Trolleybus Museum, Belton Road, Sandtoft, Doncaster, North Lincolnshire, DN8 5SX.

Registered in England No.1747475



Registered Charity No.514382



Contents

What you'll find in this edition

- 4 News from the Boardroom**
Updates on the latest news and activity at the Museum
- 8 Trolleybuses of the Humber**
The Museum's new exhibition explains the role trolleybuses played in people's lives in Kingston upon Hull, Grimsby and Cleethorpes
- 10 Gathering 2022**
Reports and photos from our flagship event
- 13 Blues & Twos Weekend**
Enjoy two pages of photographs from our emergency service vehicle weekend
- 15 Weekday Opening**
Reports on our first eight-day opening stint ever
- 18 Johannesburg 589 Needs Another Push!**
We've made great progress, but more help is needed
- 20 Models Weekend Report**
- 21 Obituary: Michael Bentley**
- 22 Reviewing the Sandtoft Fleet**
Francis Terry reports on his stocktaking exercise
- 24 Here comes the Play Tram!**
Mark Boulton introduces our newest addition
- 25 The Isle of Axholme Running Day and Rally 2022**
Photographs and reports
- 28 Cleethorpes Heritage Open Days**
- 29 Vehicle & Site News**
Compiled by Bradley O'Connor and Jim Sambrooks
- 30 Sandtoft District Railway**
Kieran Proctor gives an exciting update on progress with the railway project
- 32 2022 Events List**



Welcome

A message from the Editor

As the 2022 season draws to a close we see real changes on the ground at the museum, with the new David Croft depot filling up to the north of the site, next to the public parking. Groundworks are also underway for the Sandtoft District Railway with a report from Kieran Proctor on page 30.

On our back page you can see an ambitious programme of events for 2023: including plans for three weeks of week day openings, to coincide with school holidays and attract lots of new visitors to the museum. Opening more frequently is key to securing larger grants for new facilities including an exhibition hall to better protect and show off our trolleybuses.

The financial pressures that many of us face are also being felt at the museum, from the rising costs of fuel, energy bills and other important supplies. If you are able, a donation to the museum could ensure this important

work can continue – and you can target your support to your favourite project, be this restoration of Johannesburg 589 (reported on page 18), help to refurbish our main depot doors, or deliver new attractions such as the railway.

The important work to secure the future of our museum and enhance our offer is completely powered by our tremendous team of volunteer staff. If you have ever thought about volunteering at the museum, please get in touch. As well as helping to run the museum on open days, lots of work is undertaken on our vehicles, our site and to create our exhibitions when the museum is closed. Over the winter we plan three “working weekends” bringing together crews to tackle some of those big jobs. They're scheduled for 28/29 January, 25/26 February and 25/26 March - subject of course to the weather. Why don't you join us?



David Croft Depot

An important milestone was reached in the completion of the David Croft depot, with the first vehicles being moved in in early October. Edmonton 189 being the very first followed by Aachen 22, SYPT 2450 and finally Porto 140. More vehicles will follow shortly!

Depot doors appeal launched

Over the years, our Museum infrastructure has been steadily wearing out, especially the main depot. The Board has decided to focus initially on renewal of the large sliding doors, which are around 50 years old, using a roller shutter design. This is vital to protect our trolleybuses from the weather. A roller shutter door costs at least £8000 and consists of about 120 slats.

An appeal has been launched for 'slat sponsors' at £50 per slat. Every donor to the appeal will have their name entered on a roll of honour (unless they wish to remain anonymous). Donors who are UK taxpayers can gift aid their contributions, which enables us to claim tax back at the standard rate. Pick up a leaflet at the Museum reception, or in the shop, or contact Francis Terry secretary@sandtoft.org Payment can be made by cheque or credit card.

Disabled Access

Following successful trials with a borrowed wheelchair lift, as reported in *Scene No 122*, the Board has decided to invest in a similar model, which will be available at the start of the 2023 season. Before then, we need to train staff and organise procedures, including safety aspects, so that the lift can be competently operated for our visitors and making the Trolleybus Museum at Sandtoft the only place in the UK where wheelchairs can be carried on a trolleybus.



Gateway Project

The Board has had a long-term ambition to improve the entrance to the Museum and this is reflected in the master plan for the site which appeared in *Scene 121*. Planning permission was granted some time ago, and work is planned to start during the closed season this winter. It will be co-ordinated with the resurfacing of Belton Road, which North Lincs Council plans to undertake in November-December. There are three parts to the project: access over the ditch outside the existing Burntwood gateway, which needs to be widened; earthworks to create a smooth run-in to the proposed new car park; and reconstruction of the gateway pillars to allow for visiting vehicles and movements of trolleybuses in and out.



Environmental and Sustainability Policy

TM@S has policies in place that cover key aspects of our operations. These are referred to in the Members' area of the website, and include use of CCTV on site, equal opportunities, GDPR, alcohol and drugs. Now, the Board is adding an environmental and sustainability policy – something which all well-managed accredited museums should have and which most funding bodies expect before they will make grants. A draft has been produced which recognises the need to adopt a responsible attitude towards the use of energy, the use of consumable products, the creation and disposal of waste products and the management of environmental pollution. The draft has been referred to the Joint BTS/Sandtoft Working Group for consultation and we hope it can be implemented later this year.

News from the Boardroom

Continued...

Gaydon

The Museum had a stand at the Leyland National 50th anniversary event at Gaydon on 2nd July, which in addition to giving us valuable publicity also sold stock from our shop. We're grateful to Paul Weal, who collected the stock and publicity materials from the Museum beforehand and manned the stall on the day.



Hopefully the new system will be an improvement

Fleet Review Panel and Collections Development Policy

The Fleet Review Panel presented its draft report to the Board in June and following a Zoom call between representatives of the panel and directors to discuss various points, the final version was approved by the Board at its meeting in September. This will now form part of the Museum's Collections Development Policy, which has to be reviewed as part of our re-accreditation process to comply with revised standards.

Phone system

When the current contract comes up for renewal the Museum's phone system is being reviewed. The main change will be the introduction of a call-forwarding facility, as there have been a couple of instances this season when visitors were unable to speak to a member of staff about problems on open days, when all our volunteers are busy at the "coal face"! When the new system goes live, calls will be forwarded to the mobile phone of the Duty Manager or their nominee.

Outstanding Natural Beauty?

The museum, and our Chair Ian Wilson featured in a Look North report at the end of October about North Lincolnshire Council's bid to make the Isle of Axholme an Area of Outstanding Natural Beauty.



Supported by



PLAY NOW

TO BOOST OUR FUNDRAISING



- Help give our fundraising a boost
- Tickets cost just £1 a week
- Win up to £25,000

BUY TICKETS

Go to: www.lincslotto.co.uk

And search for: **Trolleybus**



Supporters must be 16 years or over



Every road leading in to Hull had a railway level crossing and even in the 1950s and 1960s this caused traffic jams. Our diorama of the Botanic Gardens railway station and level crossing recreates a typical scene from that time.

Trolleybuses of the Humber

The Museum's new exhibition explains the role trolleybuses played in people's lives in Kingston upon Hull, Grimsby and Cleethorpes, whether as workers, passengers, or observers of local life. It opened on 9 July after the former Family Room had been refurbished to become the Exhibition Centre.

Funding for the project came from the Humber Museums Partnership (HMP) on behalf of Arts Council England. The Museum's successful funding bid addressed important considerations including the lack of interpretation at the Museum, improving the Museum's offer to families and being as accessible and inclusive as possible.

The exhibition was designed to appeal to an audience which has no specialist interest in or knowledge of public transport while still providing an enjoyable experience for keen enthusiasts. It was also designed to cater for the needs of visitors with a variety of disabilities, demonstrating the Museum's commitment to providing a safe, accessible and inclusive environment for all.

To make an immediate and strong impact as visitors enter the exhibition a very large and evocative photograph of Hull city centre taken in July 1960 faces the entrance. People who see it are astonished when they learn that it is a black-and-white photo that has been colourised. Ashley Bruce, who designed the information panels, re-scanned the original photo at very high resolution and then painstakingly coloured all the pixels, a job which took two days of solid work.

To help visitors to visualise the operation of trolleybuses in the Humber region Peter Callon created two

dioramas, one showing Hull's Botanic Gardens railway station and level crossing and the other the Cleethorpes Bathing Pool and trolleybus terminus.

I needed models to display in these settings and I had a stroke of luck one day when I walked into the Tea Trolley Café and Steve Gill suggested that I should look at some photos of models that one of our visitors had made. The visitor was David Wood from Pontypridd and I remembered seeing his work at our models weekends. David offered to scratch-build models of a Hull Coronation and one of Grimsby's 1936 centre-entrance Roe-bodied AECs. After he had created the Coronation, the Model Bus Federation released one in kit form, so David is keeping his scratch-built version (although it is on loan to the Museum for this season) and he has built a kit for us. The models are wonderful and David has not charged for his labour.

The Bathing Pool diorama also includes a Roe-bodied Crossley in Grimsby-Cleethorpes livery. This has been converted from a Corgi model of a Maidstone Roe-



Cleethorpes 54 was on display for the Trolleybuses of the Humber launch weekend.

bodied Sunbeam F4. I received a commercial quote of £450 for the conversion but fortunately Ray Smith from Reading did the work without pay, although when he had finished he said that he could understand why I had been quoted £450!

An oral history project also forms part of the exhibition. HMP provided the contacts which resulted in recording sessions being held in Hull's Carnegie Heritage Centre and the Grimsby Fishing Heritage Centre. As well as the Museum's own members there were regular supporters of both Centres who wanted to be part of the project. Dave Hall conducted the interviews and Ashley Bruce filmed the sessions. A touchscreen allows visitors to select which of the films they wish to view.

One of the Carnegie Heritage Centre's supporters donated a collage telling a poignant wartime story about a family member who was caught up in the last bombing raid on Hull while travelling by trolleybus and this now features on one of our panels.

Research for the exhibition uncovered the story of Audrey Marshall, who became a conductress in Grimsby during the war. During most of the 20th Century women were only able to take on front-line roles during wartime. To highlight Audrey's story a replica of her uniform was commissioned from Meridith Towne, a costume historian and dressmaker, with a mannequin being purchased to show it off. Eric Moy found a set of Grimsby Corporation Transport uniform buttons in the Museum's collection and these were used on the uniform.

A pair of seats has been constructed adjacent to the mannequin to give the appearance of wartime utility bus seats.

An innovation for the Museum was to recruit an advisory panel to help to make the exhibition as accessible as possible. A significant result for people with visual impairment is the use of Penpal devices, which play a recording of the information that is displayed, which is also available in braille and large print. Our consultant helped us to design the exhibition so that it is accessible for wheelchair users. The first person in a wheelchair to view the exhibition told us, "Everything is at just the right height!"



Ashley Bruce is seen with the very large photograph of Hull city centre which he colourised. He also designed the information panels.



Meridith Towne with the replica uniform she created. Behind her is the information panel telling the story of Grimsby conductress Audrey Marshall.

Infrastructure Director Mark Boulton led the work to refurbish the building. The exterior has been improved immeasurably by fitting new cladding which gives the appearance of brickwork. Internally, the old kitchen equipment was removed and two new stud walls have been constructed. The half of the room that is being used for Trolleybuses of the Humber has been repainted and looks much more inviting than it did.

Some of the soft play equipment has been moved to the Huddersfield tram shelter and the rest is in storage until we replace the family room.

Visitors are requested to complete a survey form, rating various aspects of the exhibition, where 1 was very poor and 5 was very good. A total of 76 forms were completed between July and September. They showed very high satisfaction levels and many very complimentary remarks were left. There has also been a lot of positive verbal feedback and constructive comments about how this and future exhibitions can be improved.

The exhibition is supervised by volunteers whenever we are open. Many of the people who completed the survey commented on how friendly and helpful these volunteers were.

In addition to the people named here many more have helped in the creation of the exhibition. I have been very encouraged by all the support and would like to thank everyone who has helped in any way.

The plan now is that when funding has been secured the rest of the Exhibition Centre will be used to stage an exhibition called "Trolleybuses of the Don", looking at the history of trolleybuses in Doncaster, Rotherham and Mexborough & Swinton. When that is in place the Centre will tell the stories of the six trolleybus systems that were closest to Sandtoft.

The Museum's Board is very grateful to Humber Museums Partnership for the opportunities that this project has provided. *Dave Chick*

Gathering 2022

Although lockdown was over, the aftermath lingered for many months. Now, at last, the time was ripe for a celebration. Sandtoft Gathering hadn't been held for two years past, but over the weekend 30/31 July, we planned to make things like they used to be. The headlines first: on Gathering day (Sunday) around 800 visitors came, 61 vintage cars and 30 preserved buses. Visitor numbers were slightly down compared with 2019, but average spending per visitor was higher.

Amid pleasant sunshine, an intensive service of splendidly polished trolleybuses glided round the circuit while the jazz band played and the fairground

organ broadcast its merry tunes. For the record, Bradford 844, Doncaster 375, London 1348, Manchester 1344, Nottingham 506, Reading 113, Rotherham 37, South Shields 204 and Wellington 82 all worked in public service. The new exhibition room (finished only days beforehand) showed our brand new display featuring 'Trolleybuses of the Humber', while in the background stood the proud new David Croft depot almost ready to receive its first occupants. The café staff were busy serving their usual excellent value food, including home-made cakes.

As for me, being a difficult person to deploy, our Chief Operating Officer Stewart David had assigned me to the 'reserve' list. I therefore volunteered to organise a raffle, just like the Gatherings of the distant past, and collected some donations of prizes.

Sandtoft Company Secretary Francis Terry contributes a personal perspective...

Among these was a nicely-framed collection of cigarette cards showing famous railway locomotives of the past, a selection of boxes of chocolates, a trolleybus registration plate and miscellaneous bottles of wine. These were displayed at the entrance to the exhibition room for most of the day. Then, armed with books of tickets, my wife Rachel and I scoured the Sandtoft site looking for anyone who might buy at ticket. Tickets were also on sale in the shop and in the exhibition.

I soon found that selling tickets was a great way to meet visitors and, if they were receptive to my approach, to gently tap them for some feedback (as well as cash of course). Older folks were almost entirely complimentary, especially those from the local area who visited 'Trolleybuses of the Humber'. Memories of transport in Hull came flooding back, perhaps further stimulated by the nicely preserved Hull Corporation Atlantean and AEC Regent III on



Reading 113 rests between turns, before allowing passengers to enjoy the comfort of its nicely refurbished upholstery.

show outside (see photograph). Enthusiasts varied a lot: some were too pre-occupied photographing their favourite trolleys and buses even to chat very much; others who hadn't visited Sandtoft in a while, enquired about the trolleys that weren't running (Bournemouth 297 and Reading 174, for example) but otherwise enjoyed themselves riding on those that were rostered for the day.

The exhibitors who had brought their vintage cars and buses mentioned the friendliness of our staff and the contact with fellow enthusiasts, and this seems to be one of the real strengths of Sandtoft.



London Transport 1348 speeds along the back straight, passing the cycle shop stop.



We are a friendly place to visit, and though there may be the occasional glitches or disappointments, visitors can see that we are working hard to give them a good time. I did hear afterwards that one or two had also remarked on the bumpy condition of the field where they were asked to position their vehicles, which personally I could understand. Over in the depot, I chatted to the customers and sales staff on the various stands selling publications and memorabilia. Trade seemed to be brisk, and there was much mutual exchange of news and gossip about the vehicle preservation scene.

Next, it was time for a drink, so I sampled the local brew kindly provided by Ian Blaylock from Doncaster Brewery. This is the only time in the year when beer is on sale at Sandtoft, and it was well worth the

wait. For those who like a bank holiday atmosphere, across the way was the popular fish and chip van, supplemented by Mr Whippy's ice cream. Close by the bar, was the back entrance to the toy museum so I popped in there for a few more ticket sales - and admired the refurbishment with its new lighting and two model railway layouts operating. Alongside, in the cinema, Dave Hall was busy entertaining visitors with his marvellous assortment of trolleybus films. The café staff were busy serving their usual excellent value food, including home-made cakes, and tours round the Isle of Axholme proved popular as ever.

In fact, with so much going on it was a surprise to find how many tickets had been sold: in the end, the raffle raised over £370 for museum funds. In all, it had been a great day out, with grateful thanks to everyone who helped to make Gathering 2022 such a success.



An ex-Hull Corporation Atlantean and AEC Regent III were among the visiting motorbuses at Gathering 2022, and were lined up for the cameras before departing homeward at the end of the afternoon.



Blues & Twos

A scorching weekend saw exhibits from the Fire Service Preservation Group (FSPG) members, the Museum of RAF Firefighting, Yorkshire & Lancashire Fire & Emergency Vehicle Group and many other individuals who brought something along. The event saw 5 Green Goddesses (one of which was red!), each built by a different coachbuilder, amongst over 30 visiting vehicles. Thank you to everyone who took part in the brilliant displays. Enjoy two pages of photographs from our emergency service vehicle weekend...





Sitting in the Cedes, Ruth Stoller is seen lower left with another three generations of her family



South Shields 204 in service during the week



Open for Eight Days – A First!

For the first time in its history, the Trolleybus Museum at Sandtoft was open for a full week (22 – 26 August) with the August Bank Holiday weekend London Event following on immediately (27 – 29 August).

This development is a result of the Sandtoft Board's endorsement of a STCL/BTS Joint Working Group recommendation that the Museum should open more often, something that is necessary if bids are to be made for large grants to help to implement our ambitious development programme. The decision came too late for details to be included in the Museum's 2022 leaflet, but through press advertising, Facebook posts and an interview on BBC Radio Humberside we attracted a total of almost 200 visitors on the five weekdays, which was a very satisfactory result.

This success has led the Board to plan three full weeks of opening in 2023, one each in May, August and October. They will appear in next year's programme, hopefully bringing even greater success. This could not have happened without the enthusiastic support of the Museum's dedicated team of volunteers, many of whom said that they enjoyed the relaxed atmosphere and having more time to talk to visitors. All the attractions were open every day thanks to the excellent turnout of volunteers.

Families formed a much higher proportion of our visitors than is usual at weekends. Many were grandparents and grandchildren and we also had several families who were holidaying in the area, including four generations of one family. Great-grandmother Ruth Stoller had recently celebrated her 100th birthday and became the oldest person to ride on our Cedes replica, as well as its only passenger who was alive when the original vehicle was still in service!

The Cedes replica ran every day and as always was very popular, with Graham Bilbé giving passengers an insight into the history of the original and the replica. Over the eight days it performed 55 journeys and carried 525 passengers. Fortunately the good weather lent itself to the vehicle appearing as it did in West Ham in 1912 when it ran with the windows removed.

One conventional trolleybus ran every day, with Manchester 1344, South Shields 204 and Doncaster 375 being used on different days.

As a bonus we also recruited some new volunteers during the week.



1348 with the two visiting Routemasters and 1812

The London Event

The Museum's commemoration of the 60th anniversary of the closure of London's trolleybus system was another great success, attracting a total of more than 500 visitors who chose to come to Sandtoft rather than visit the coast despite the good weather.

There had been some uncertainty in the weeks leading up to the event. The Museum's London trolleybus, 1348, had been off the road for a while during the summer, but thanks to everyone in the engineering team it was available for the London Event.

The British Trolleybus Society's Q1 trolleybus, London 1812, had been having a major mechanical overhaul, its first since before its export to Spain in 1961. As is usual with restoration work on any historic vehicle, nobody knew exactly what would be found until Ian Barrett and his team in Dorking commenced work in earnest. It was not known for sure whether 1812 would be ready in time until quite a late stage, but thanks to the efforts of Ian and his team all was well and on 23 August the Q1 returned to Sandtoft after almost seven years away, including five years on loan to the London Bus Museum.

Sandtoft's third trolleybus with London associations is the Cedes replica. The original vehicle had a chassis that was imported from Austria but the body was built by E H Bayley of Newington Causeway, London, and it was demonstrated to the meeting of the Municipal Tramways Association in West Ham for three days in September 1912. Later it received some modifications before being hired by and subsequently sold to Keighley Corporation. Our replica vehicle was designed so that it can easily have the modifications

added or removed and it ran in West Ham form throughout the week and on all three days of the London Event.

The dramatic rise in fuel prices this year reduced the number of visiting vehicles attending the weekend event, which was organised by the BTS. However, we were more than satisfied with the vehicles that did attend.

On Saturday 27 August 1812 lined up with 1348 and the Cedes replica, the three trolleybuses respectively representing post-war, inter-war and the pre- First World War experiments. They were joined by two Routemasters, the vehicle type which replaced London's trolleybuses, one in standard length which was brought from Keighley and a "stretched" RML version. Our thanks to Keighley Bus Museum Trust and to Neil Halliday for bringing their vehicles.

Following this 1812 was launched into service and visitors were able to have their first ride on it since 2015. The drivers found that the mechanical overhaul had made a big improvement to the steering.

At the end of that day preserved London Transport breakdown tender 738J (AGX 520) arrived after a long journey from Surrey, kindly brought by Ian Barrett. This vehicle's remarkable life of almost 90 years started with its AEC Regent chassis receiving a bus body built by the London General Omnibus Company. Numbered STL 169 it was allocated to Hendon garage in June 1933, only a few days before the new London Passenger Transport Board took over responsibility for most public transport operation in London, including buses, trams, underground railways and London United's trolleybuses.

STL 169 was seriously damaged by a flying bomb in February 1944 and was rebuilt at Chiswick, returning to service in November 1944. After withdrawal in October 1949 it was converted to diesel, re-bodied as a breakdown tender by Chalmers of Redhill and given service fleet number 738J. It was withdrawn in 1971 and sold for preservation.

Sunday's operation followed a similar pattern to the previous day, but with 738J joining the line-up instead of the Routemasters. This reunited 1348 with the vehicle that had towed it to Dover more than 60 years before, when it was on its way to Ireland. In honour of the reunion and recalling that journey, 738J was connected up with 1348 and towed for two circuits of the site. This was repeated on Monday.

After the worries leading up to the event it was a relief that all turned out well. It was a memorable weekend and a great many visitors told us how much they had enjoyed themselves. *Dave Chick*



Eight Days a Week!

With the museum's experimental all-week opening in the run-up to the August Bank Holiday this year, the opportunity was taken to run the Cedes on a daily basis as a supplementary offer to the regular trolleybus for our visitors. Apart from anything else it was a good chance to prove, having sorted most of the 'teething issues', that the replica is capable of sustained work, and all the evidence is that it is very popular with the public, most of whom have never ridden on any vehicle with solid tyres before! This is, of course, quite 'vibratory', particularly on our deteriorating concrete surfaces, so the normal mode of operation is to run a single circuit, loading outside the café, with a brief explanation of what was different about these early 'trackless' vehicles, and with a short pause diagonally opposite to point out the section of Stoll-type overhead line on the 'back straight'. Since the twilight weekend last year, records are being kept of the number of trips operated and passengers carried.

Perhaps the highlight of the August all-week eight days of operation was on the Tuesday, otherwise the quietest day of the week, but when a delightful 100-year-old lady, with 3 younger generations of her family, determined to have a ride, and managed the steps up into No. 0 with just a little assistance!

Over the whole week, some 55 trips were operated and 525 passenger journeys made, the batteries being recharged just twice during the week. As the vehicle is of relatively lightweight construction, and as a matter of fact, people are generally much larger and heavier now than 100 years ago, care is taken not to overload it, so a comfortable load is 10-12 adults, a few more being carried if several are children. Whilst the engineering team are still keeping a careful eye on its operation and performance, "No.0" is beginning to prove itself a worthy addition to what The Trolleybus Museum can offer, not just as a novelty ride but also as a part of the educational experience. Due credit to Jirka and his team in Czech Republic for building her for us! *Graham Bilbé*

Johannesburg 589 Needs Another Push!

Just over a year ago we asked members to help us with our major trolleybus restoration project and the response was astonishing, with almost £21,000 being raised! This has enabled a huge amount to be accomplished, as is detailed below. Sincere thanks to everyone who contributed to what is arguably the biggest trolleybus restoration project there has been in the UK.

We have also benefitted from companies donating necessary materials for the project, including a good supply of nuts, bolts, washers, slotted screws (important for authenticity) and sealant, as well as aluminium sheets, beading and strapping. We are talking to more companies which are interested in providing us with significant help.

For fifty years until the mid-1960s, British companies built trolleybuses for export all around the world. Several hundred British-manufactured double-deck trolleybuses were exported to places as diverse as Sydney, Australia, Durban, South Africa, Cádiz, Spain, and even Moscow, Russia!

No.589 is the only representative in this country of those hundreds of exports and so will add an extra part of the story of the British trolleybus when it arrives at Sandtoft, which we hope will be in the second half of next year.

More than that, being almost identical to the London SA3 class, it will represent the London "South African" trolleybuses – those trolleybuses that were prevented from being exported during the Second World War because of the danger presented by enemy submarines. Instead, they spent their lives based at Ilford Depot in East London, being withdrawn in 1959 to be sold to and scrapped by Cohens. This was before the trolleybus preservation era and none survived.

After the war, Johannesburg ordered replacements for the vehicles they hadn't received and no.589 was one of them - one of the first BUTs to be built (in 1948), the batch of trolleybuses immediately before London's Q1s were constructed:

Progress

A large proportion of the body's structural renovation is completed and the main activities over the past twelve months are:

- Reinstatement of the stairs and the platform area
- Work to refurbish the destination and number blind boxes (including shaping external panelling to

reinstate the original style recessed glazing)

- All the full-drop saloon windows and mechanisms are in place, having involved much complex fabrication work and the fitting of new safety glass all round
- Front and rear roof domes and many of the roof panels have been panel-beaten back into shape with some areas having to also be aluminium welded
- Both saloons have received new ceiling panels, decorative wood trims have been shaped, stained and given a first coat of varnish
- Upper saloon ceiling and side panels have had surfaces prepared then primer and undercoat applied
- Externally, new panelling has been cut, shaped and fitted between decks, including making several louvred panels and the associated strapping and beading is now being fitted

Other work in progress includes making and fitting rain shields above the windows: the characteristic curved rain shields to the front upper deck that were changed to a straight, angled "gutter" style as a modification in later years in Johannesburg are being reinstated but are proving to be a more complicated exercise than was ever envisaged.

It should be appreciated that along the way, other detailed work has been necessary and problems or queries have arisen to be solved. At all stages, the Johannesburg 589 Group has been overseeing the planning and progress and, importantly, researching the detail to make sure 589's restoration is as authentic as practicable.

Continuing to completion

The restoration is moving into the fitting-out stage. The interior has to be painted, the interior's trims finished off and fitted, fabricating and fitting both interior light units and the bell system (which employs cords and cord holders, not bell pushes), floor traps, floor covering and treads, rubber treads to the stairs, platform and front exit steps, and the major task of completely refurbishing and fitting the seats.

The project team estimates that another £50,000 to £60,000 is required to complete 589's restoration. Some materials and parts could yet be the subject of donations from specific suppliers or organisations. However, funds are almost exhausted now and we are seeking help to keep the work going. The



Museum has just paid for the new David Croft Depot and there are some major items of expenditure coming up, so we are dependent on donations to make sure that we see the project through to completion without having to be paused.

Please give 589 another push!

In 1973 Tony Belton took a wonderful photograph of a group of Johannesburg nannies on their afternoon off, pushing 589 after its progress had been halted by a power interruption! That photo appeared in Sandtoft Scene no.119 and can be seen on the Appeals page of the Museum's website.

We know that these are difficult times and that however much they would like to, not everybody has the means to provide financial help.

If you are able to help, we would be most grateful. The simplest way to donate is to go to the Appeals page on the Museum's website and click on the Donate button, then select an amount to give. If you are a UK taxpayer, you can also click on the Gift Aid button to allow us to claim another 25% from the Government.

Alternatively you can send a cheque (made payable to "The Johannesburg 589 Fund") to Financial Director John Francis at 8 Cottage Fields, Eaves Green, Chorley, Lancashire, PR7 3QE.

Or, you can pay direct into the Johannesburg 589 Fund bank account – email johannesburg589@sandtoft.org to ask for our bank account details.



Models Weekend

Graham Bilbé

Mid-September saw the traditional 'Models Weekend' at the museum, though this year due to limited suitable space available, the visiting layouts were very limited: however, the regular displays of models have been much improved since the last such event, with more exhibits in the Toy, Railway & Model Museum, and the super dioramas installed as part of the Humber Trolleybuses exhibition.

Andy Thornton provided a display in the Exhibition Centre and Tom Birchill had some exhibits on display in the Sunbeam Cycle shop. The main visiting layout, which is eminently suitable to be in the well-ventilated depot space was the live steam 0 Gauge railway run by Graham Bilbé and Pete Tigg, this time actually running some electric trains as well as steam and clockwork - some now well over 100 years old! The best steam running was achieved by a Bassett-Lowke 'Super-Enterprise' 4-6-0 in BR black, whilst the most amazing of all was an elderly Bing clockwork 4-4-2 Tank loco of circa 1912, hauling a train of some 28 pre-grouping wagons - these by Bing, Marklin and Carette, and also all a century old or more. How many of today's 'Toys' will still work so brilliantly in 100 years time?



Obituary

Michael Bentley

Michael Bentley died on 4 October 2022, aged 84.

One of his co-founders of the BTA Gerald Whiteley writes:

We are sorry to announce the death of Michael Bentley. He was one of the main drivers in forming the Bradford Trolleybus Association and was also involved in a number of important discussions with the late Mike Dare in the early days of Sandtoft.

Our sympathy goes Michael's wife Janet and his family and friends.

John Stainforth adds:

Having collaborated in 1971 with Gerald Whiteley to secure Bradford 834 for preservation, Michael was instrumental in the initiative to create a local organisation to preserve a selection of Bradford trolleybuses for future operation at the Museum. A particular highlight was the handover to the BTA of Bradford's Last Trolleybus in March 1973, as recorded in the photograph.

Although Michael did not remain actively involved in BTA or Museum activities after the 1970s, his interest in Bradford trolleybuses was long-lasting and he very recently wrote a series of articles documenting in detail the enthusiastic efforts of those early years.

Photograph: Michael Bentley (centre) receiving the log book of Bradford 844 from Mr Edward Deakin, BCT General Manager. Also pictured are: Mr M Peck (BTA Secretary), Mr V Midgley (BCT General Works Foreman) and Councillor J S King (Deputy Convenor, Transport Committee and later BTA President and the Trolleybus Museum President).

Reviewing the Sandtoft Fleet

By Francis Terry



How many trolleybuses live at Sandtoft? Who owns them and what are their distinctive features?

As a museum accredited by Arts Council England (ACE), we have to meet national standards for maintaining and developing our collection of vehicles and other objects. Earlier this year, the Board appointed a review panel of expert advisers comprising Sandtoft ordinary members, Board representatives and an external Assessor from the NTA. They were asked to assess the significance of each vehicle in the fleet, in terms of the historical development of the trolleybus and, among other things to advise on priorities for restoration. The report of the Panel was presented to the Board in August and is available to any member on request to Francis Terry (secretary@sandtoft.org).

In case you haven't time to study the report, here are some of the key findings. First, the Sandtoft 'fleet' consists of 15 trolleys owned privately, plus 14 owned by the BTS and one each by DO&LRS and BTA; the Museum itself owns the remaining 28 trolleybuses, making a total of 59 in all. Not all are kept on site, as pressure on depot space means that several are in storage elsewhere or on loan for example to the Keighley Bus Museum. The report tabulates key features of all these trolleys, including origin, fleet number, year built, chassis and body maker, seating capacity and date last used in service. One interesting statistic is that 16 of the fleet are the only one of the type existing in the UK, including nine from overseas.

Leaving aside the Cedes-Stoll replica, the oldest vehicle dates from 1927 (Mexborough and Swinton 34) and the oldest foreign vehicle is

Liege 425, dating from 1932. The newest is South Yorkshire 2450, built in 1985. The large majority of the fleet were built post-1945, comprising some 38 trolleybuses. Perhaps on account of their distinctive characteristics, six survivors in original form, together with three rebodied examples from the Second World War period (1939-45) were saved for posterity, while the rest are of pre-war construction. There are six duplicates, in terms of body and chassis type, four of them originating in the same year, 1950.

Currently about 15 trolleybuses are either immediately available for traffic or awaiting relatively minor repairs. There are six vehicles undergoing some form of restoration or refurbishment, 14 are awaiting repairs and 16 are either awaiting restoration or are only partially restored and not yet operating. This is a snap-shot of the position in August 2022, but trolleys necessarily have to be withdrawn from service when failures occur, while others that are undergoing repair or restoration will come back on to the active list.

A short questionnaire was circulated on behalf of the Panel in February 2022 to the owners of all privately owned trolleybuses and the contributing societies. Responses showed how far each vehicle had progressed towards full restoration (by far the majority were more or less fully restored) and why the owners thought their trolleybus worth preserving. Features included: last trolleybus in service with a particular operator, various technical innovations and last trolleybus constructed by its maker. Owners were also asked about their longer term intentions for their vehicle, most hoping that Sandtoft would eventually accept it as part of the Museum's own collection. The Panel thought that in the interests of maintaining a varied and operational fleet, both private owners and societies should be given every reassurance about the safe keeping of their vehicles on a long-term, permanent basis.

The fleet was then sorted into categories, as follows:

Cat. 1a Fully restored and in operating condition.

Cat. 1b Restored to operational condition but in need of minor works to become operational. This group forms a pool to replace vehicles in Cat. 1a that have to be removed from service for any reason.

Cat. 2 Trolleybuses that are partially restored, with or without work currently in progress.

Cat. 3 Unrestored trolleybuses, comprised of three sub-groups:

- (a) High priority for restoration, either on grounds of their importance in the collection, or relative ease of completing the work needed;
- (b) Candidates for long-term restoration, and in essentially complete condition;
- (c) Low priority for restoration because, for example, major parts are missing or they are partly dismantled ('box of bits') or they duplicate other trolleybuses already in working order.

The Panel then divided the Sandtoft-owned trolleys into two groups: those that could be made operational with a fairly modest amount of work ('quick fixes') and others that should be the target for a major restoration effort. The quick fixes include Reading 144 – with work already under way – and Liege 425. The longer term projects include Derby 172, Nottingham 466, Porto 140, Bradford 562 and Nottingham 367. Members' views on this selection are invited.

There are several other recommendations by the Panel about the management of the fleet, which are designed to provide a basis for planning the restoration of our trolleybuses and focusing fundraising efforts. Next job: a review (by another specialist panel) of the motorbus fleet.





Here comes the Play Tram!

By Mark Boulton

In late September myself and Bradley O' Connor were invited by John Woodman to visit Fleetwood to assess a Blackpool 'Balloon' tram with a view to using it as a possible playroom at the museum.

Why do we want a tram? After the successful conversion of the Family Room into our new Exhibition Room earlier in the year our offering to younger visitors became somewhat lacking. It is essential as a Museum we cater for all ages and in order to attract families and younger visitors it was hoped that a low-floor bus could be converted into a 'playbus' that would be accessible to all. Unfortunately for us, the vehicle we were originally offered by a local operator was sold into preservation. There were plans to convert another vehicle but being step entrance and unique it was thought unsuitable.

Anyway back to trams! Though the enthusiast's press we found out that some historic Blackpool trams were at risk of being scrapped as their storage yard on the Wyre Docks had been lost. We originally expressed interest in Balloon 710 which has been stored there for 7 years. 710 has a claim to fame, being the tram which killed villain Alan Bradley in a 1989 episode of Coronation Street. Sadly when we

arrived to view her the harsh weather and sea air had not been kind, and it was deemed unsuitable & problematic to move her across country and rebuild as a playroom.

All was not lost though as Paul Greenwood at Blackpool Transport expressed an interest in helping us acquire a tram for our rather unique project. We have now been offered 708 a 1934 vehicle which has spent the last few years undercover and has a much sturdier body and some fantastic original features. This means that when converted it should be a play room and seating area unlike any other!

It is hoped it can be moved in the next couple of months once a reinforced concrete plinth has been created to the west of our Workshop. The Sandtoft District Railway will pass around the tram once in place and the tram will be the back drop to our new play area.

Watch this space!... *On a side note, there is still a future for 710 as it is hoped she'll be part of an exhibition at the Rigby Road Depot in Blackpool once they have created the exhibition area. We wish them well with the project.*



The Isle of Axholme Running Day and Rally 2022

This annual event, organised by the Doncaster Omnibus and Light Railway Society (DOLRS), took place on Sunday 16th October with all its usual variety of visiting vehicles, parades and extended motorbus tours around the local area.

What wasn't so usual however, was the weather! For once the rain stayed away all day and even the sun made a rare appearance at the event. The good weather may have had a part in generating what seemed to be a very positive atmosphere on site throughout the day. In my role as Event Co-ordinator, I had the opportunity to speak with many visitors and rally entrants and was pleased to hear how so many were enjoying their time with us at the museum.

One of the popular features of this event is its 'Running Day' aspect, and this year saw a welcome increase in the number of buses in service, as well as places served, when compared to last year's somewhat reduced offering. Our resident Doncaster motorbuses (22, 33 & 55) were joined in service by old stable mate Doncaster 43 as well as 5 more buses from the South Yorkshire Transport Trust, based in Rotherham. These were joined by visiting Chesterfield Leyland PD2, no.225, in carrying passengers to many of the surrounding towns

and villages, including Thorne, Westwoodside, Owston Ferry and Epworth.

The services around the museum site were conducted with a Yorkshire themed selection of trolleybuses. This may not have been 100% intentional, however, as this event was previously called 'Yorkshire Day', I couldn't help but notice this happy accident. The trolleybuses in question of course included Doncaster 375, owned by DOLRS, which was joined by Rotherham 37, Bradford 844 and Huddersfields 619 & 631 at various points through the day. The Cedex Stoll, itself a replica of Yorkshire based Keighley 0, also proved a popular attraction with good loads on each trip it performed.

In all, I think that this event was enjoyed by visitors and staff alike (although those in the café were very busy all day), which I would personally deem a success. On behalf of DOLRS, I would like to take this opportunity to thank all of those who volunteered at the event, helped to prepare the site and the vehicles in use. Thank you, as you made the whole operation run as smooth as possible, which made for a very enjoyable event.

See more photographs overleaf

>>>





Cleethorpes Heritage Open Days

The Trolleybus Museum at Sandtoft participated in this year's Heritage Open Days in Cleethorpes, which were themed "On the Move".



The Heritage Open Days scheme is the UK's largest community heritage festival and is co-ordinated nationally by the National Trust with support from players of People's Postcode Lottery. They are organised and run by teams of volunteers and the Cleethorpes event was one of 5,500 across the country.

When the organisers became aware that the Museum was preparing its Trolleybuses of the Humber exhibition I was invited to join the planning team. This was of mutual benefit because it helped me with the research for Trolleybuses of the Humber.

John Francis and I arrived at Cleethorpes Town Hall on 9 September, just a few hours after the death of the Queen had been announced and it was uncertain at first whether the event would go ahead. When the go-ahead was confirmed the organisers were relieved that their hard work over the previous twelve months had not been wasted, although some of the planned entertainment was cancelled.

Cleethorpes Town Hall is a Grade II listed building in Baroque style. Opened in 1905, it has some very elegant rooms, providing an attractive setting for the On the Move exhibition.

John and I had taken the Cleethorpes bathing Pool diorama and over the two days we received many visitors who were intrigued by the depiction of the area as it was between 1937 and 1960. Older people delightfully told us, "That's just how I remember it!" Younger people mainly had to be told that it was

where the modern Leisure Centre is now and we had to educate almost all of them about trolleybuses. However, one boy had seen trams at Beamish and worked out that trolleybuses must be powered in the same way. He asked his parents to take him to Sandtoft as a birthday treat!

I was surprised by the number of people who had visited Sandtoft, most of them saying that it had been a long time ago and they must come again. Many more had never heard of us but expressed a wish to put that right.

Other displays covered the history of public transport in the area and the town's connection with the Beatles' Yellow Submarine! Several Sandtoft members dropped in, including Bob and Pat Ashton. A feature on the local miniature railway displayed a photograph of Bob as a child, gazing fondly at a steam locomotive.

This was the Museum's third outreach venture of the year, the other events being the Keighley in Motion Festival in June and Wythall BusFest at the British Motor Museum, Gaydon, in July. We believe that the direct interaction with potential visitors is a good way of spreading news about the Museum. *Dave Chick*

Vehicle & Site News

Compiled by Bradley O'Connor and Jim Sambrooks



Bradford 706 Finally left site for refurbishment at the premises of Ashley Blackman.

Bradford 746 has received some attention to its faulty resistors, Ian Brown has managed to rectify this issue and this vehicle will soon be back on the road pending half test.

Cleethorpes 54 The seat top rails have been removed and taken away for re-chroming for the second time.

Doncaster 22 Both rear hub oil seals were found to be leaking during a pre-MoT inspection, fortunately this was found in time, before the brake linings became contaminated, and replacement seals were sourced locally.

Doncaster 33 Duly passed its MoT test.

Doncaster 94 The rear road springs were returned to Steve's Commercials from Owen Springs, a Metalastik shackle pin/bush assembly proved very difficult to obtain, enquiries were made from Winchester to Fife and many places in between before one was obtained from Lancashire.

Doncaster 112 Up to four members have been working on this vehicle recently, bodywork and electrics receiving attention.

Douglas 52 A recent visit to our workshop has seen the fitting of both rear wheel cylinders and associated handbrake linkage, the system remains to be bled and linkage adjusted.

Felix 40 has been returned to Sandtoft after time away during restoration. The remaining work will be continued onsite.



Glasgow TB78 had further work on the platform and more work done in its rear nearside wheel - further work is needed on the brake system.

Huddersfield 619 and **631** both passed their safety inspections and are now back in operation.

London 1812 Duly returned from refurbishment in Surrey and entered service following inspection in our workshop.

London 1348 Rectification of various bodywork items, a legacy of a previous "restoration", has allowed this trolleybus to return to service.

Maidstone 72 passed its test and returned to the operational fleet, 72 is very popular with the driving school.

Reading 174 has been treated to time in the workshop, a couple of issues under the bus and a few in the roof means this vehicle is not quite ready to take passengers just yet.

Rotherham 37 The acquisition of a Daimler CTE6 workshop manual, from the collection of the late Brian T Deans, provided the necessary information regarding handbrake linkage, once this was carried out a satisfactory reading on our Tapley decelerometer allowed this popular trolleybus to take its place on the operating circuit. 37 had previously received a lot of attention to the interior by Tim Stubbs and the Rotherham Trolleybus Group.

Wellington 82 The fault on the emergency brake was rectified by our electrical engineers and returned to service in time for the Gathering. An issue with the centre doors not staying open has now also been rectified. 82 has also been treated to a new set of batteries.

Huddersfield Pole Crane The front springs, away at Owen Springs, were found to be beyond economic repair, modification to Owen's machinery needed to be made before new springs could be manufactured with each spring costing over a thousand pounds. Removal of rotten steel, and there's plenty of that, is taking place prior to replacement with new metal.

Teesside Wire Trailer has seen completion of chassis painting and awaits refitting of its body which is away for shot blasting. It is pleasing to report that Mike Spilling managed to remove the green paint applied to himself as reported in the last edition of 'Scene'. Andy Feather and Norman Hinchliffe, who brought the latter two to our Museum in the early days, have provided much information on these historically important vehicles.

Finally a very warm welcome to two new members of our engineering team, Barry Fullen from Lincoln and fifteen year old Robert Smith from Eastoft.



Sandtoft District Railway: An Update

For those that don't know; the Sandtoft District Railway is a 7 ¼ inch narrow gauge railway that will provide rides at the museum. Most of the rolling stock and track was formerly the Ise Valley Railway, which has been taken up and kindly donated to the museum by Francis Terry.

Up to now there has only been limited physical progress to be seen as a part of the project, as there had to first be a whole raft of decisions made as to how and where the SDR should be laid. It has been important to consider how the railway fits in with other projects and developments being discussed at the museum, so that it will not negatively impact any of these in the future.

Ideas have been collected from various volunteers, and with advice from experienced miniature railway operators, we now have a final line of route decided upon. This route will operate from the current playground area, alongside Belton Road, through the current staff carpark and over the ditch onto the Burntwood site. The line will then run all the way along the Burntwood boundary until it is adjacent to the workshop where it would then turn towards the new land. Once on the new land it will travel towards the back fence and form a loop to return. This layout will allow for 3 stations, a large section of double track, a good stretch of single line working, several level crossings, a bridge and even a large wildlife pond: making for an interesting and reasonably large route.

Once this final line of route was agreed upon, planning permission had to be sought due to the demolition of an old building at the rear of the Burntwood bungalow and the erection of a new garage to house the SDR rolling stock. This permission was granted by North Lincs. Council earlier in the year, however there were certain conditions attached that needed to be satisfied before work could really start apace.



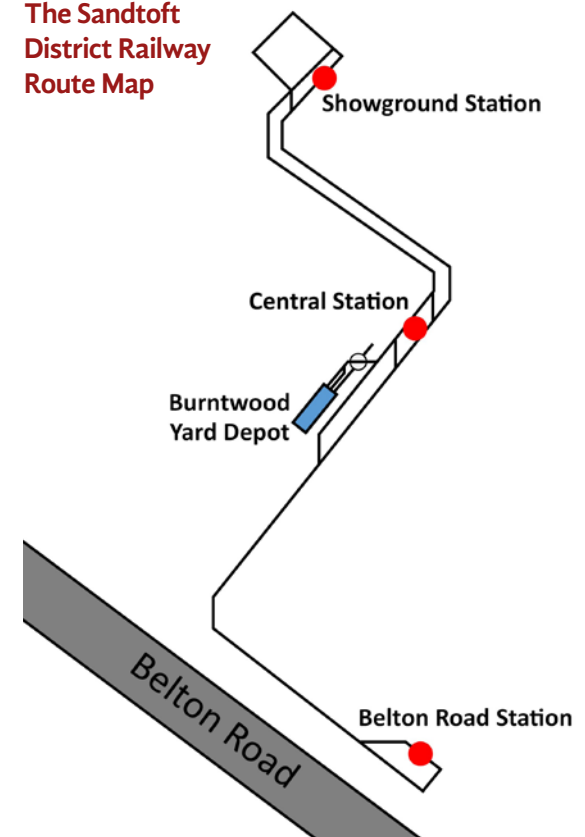
The main sticking points in these conditions were the production of a biodiversity management plan and a landscaping plan. These were drawn up by John Stainforth and Martin Popplewell and have subsequently been accepted by North Lincs. Council meaning that all permissions are in place to allow the project to go ahead over the winter months.

The first stage of the project will focus on building a line that runs from the back of Burntwood bungalow towards the loop in the back corner of the new land. Work has started, with the first 50m of trackbed already being prepared and many features, such as station platforms, foot and road crossings also being measured and marked out. The first sod was unceremoniously cut by our project engineer Graham Bilbe on 27th August, and further work has been carried out by Chris Proctor, myself and members of the 'Wednesday Gang' since then.

Over the coming months it is hoped that several working parties will be arranged to keep the project progressing towards a public opening early in the 2023 season. Keep an eye on the various museum communication channels for announcements of these dates. There will likely be jobs that you are able to help with, no matter of your skills or abilities, and I would like to involve as many members as possible in realising this project.

Kieran Proctor

The Sandtoft District Railway Route Map





OPEN DAYS FOR 2023

PLEASE NOTE: THESE ARE STILL SUBJECT TO ALTERATION

Saturday 8 April
Sunday 9 April
Monday 10 April

FREE BUS

Easter Weekend Trolleydays

with an Easter Egg Hunt and tracker dog displays

Saturday 29 April
Sunday 30 April
Monday 1 May

FREE BUS

Bank Holiday Trolleydays

featuring the trolleybuses of the British Trolleybus Society

Saturday 13 May
Sunday 14 May

Weekend Trolleydays featuring our 3-axle vehicles

Saturday 27 May
Sunday 28 May
Monday 29 May

FREE BUS

Bank Holiday Trolleydays

featuring our BUT trolleybuses

Tuesday 30 May to Friday 2 June **WEEKDAY OPENING**

Saturday 17 June
Sunday 18 June

Fathers Day Weekend featuring (on Sunday) a display of vintage cars

Saturday 1 July
Sunday 2 July

Weekend Trolleydays featuring a display of classic Atkinson lorries

Saturday 15 July
Sunday 16 July

Huddersfield Weekend commemorating the town's last trolleybus

Saturday 29 July

Sandtoft Gathering '23 Preview

Sunday 30 July
(open 10am – 6pm)

FREE BUS

Sandtoft Gathering '23

displays of vintage buses, cars, jazz band, beer tent - and more!

Saturday 12 August
Sunday 13 August

Weekend Trolleydays

Monday 21 to Friday 25 August **WEEKDAY OPENING**

Saturday 26 August
Sunday 27 August
Monday 28 August

FREE BUS

Bank Holiday Trolleydays

featuring our trolleybuses from Reading

Saturday 16 September
Sunday 17 September

Weekend Trolleydays featuring (on Saturday) a display of vintage cars

Saturday 30 September
Sunday 1 October

Blues & Twos Weekend

retired emergency vehicle displays and demonstrations

Sunday 15 October

FREE BUS

Isle of Axholme Running Day & Rally

visiting vehicles and motorbus tours of the local area

Monday 23 to Friday 27 October **WEEKDAY OPENING**

Saturday 28 October
Sunday 29 October

Weekend Trolleydays

commemorating Doncaster's last trolleybus in December 1963

Saturday 18 November
(open 10.30am – 6pm)

Twilight Trolleydays

with atmospheric trolleybus operation after dusk

DONCASTER BUS CONNECTIONS

FREE BUS 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). See website for details of extra journeys on Sandtoft Gathering and Isle of Axholme Running Day & Rally days. On Saturdays we run a connecting service to Thorne and justGo North Lincs provides connections from Scunthorpe and Crowle. Trips on justGo North Lincs must be pre-booked.

Doncaster Interchange	1007	First South Yorkshire Service 87	Trolleybus Museum Free Bus
Thorne Park Gates	1054		1100
Trolleybus Museum			1120
Return Service	Trolleybus Museum Free Bus	First South Yorkshire Service 87	
Trolleybus Museum	1530		
Thorne Park Gates	1550		1556
Doncaster Interchange			1644