

Sandtoft Scene

May 2023

No. 124



NEWS & VIEWS FROM
The Trolleybus Museum
AT SANDTOFT



Sandtoft Scene

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Front Cover Picture

Doncaster 375 and Huddersfield 631 are all lit up as Twilight approaches. Photo by Paul Morfitt.

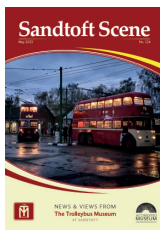
Photography

Photographs in this issue have been kindly provided by: Dave Chick, Paul Morfitt, Bradley O'Connor and Kieran Proctor, unless otherwise stated.

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Welcome

A message from the Editor



We're a little later than usual in issuing this magazine and welcoming you all back to the Museum for the 2023 season. But the welcome is no less warm!

If you are returning to the Museum for the first time in a while you'll quickly notice the substantial addition of our David Croft depot, named after one of our most beloved volunteers and now filled up with trolleybuses. You'll also see progress is being made on groundworks for the Sandtoft District Railway, which we hope will open later in the year. Our regular working weeks through the winter months have enabled us to make significant progress on this projects through the winter – thanks to all of our volunteers.

It was brilliant to welcome the public back to the site at Easter, where alongside the trolleybus rides there was the opportunity for our younger visitors to hunt for carrots and win a chocolate egg. Some of them were assisted by the IABTC Super Sniffers who we were pleased to welcome back to the Museum.

We have an exciting and full programme of events this year including plans to open for three full weeks over the course of 2023, as part of our plans to grow the scale of activities at the Museum going forward. I hope we'll see you again soon!

News from the Boardroom

The Board is continuing to meet monthly, now using our Microsoft Teams which is part of the free Microsoft business suite, as although the Museum is closed to the public over the winter, much work has continued both on and off the site. Our fantastic team of volunteers has been busy refurbishing various buildings, including the Pre-Fab Home and the toilets. At the time of writing, we've held two working weekends when many jobs were completed but with only one more to come, there's still a lot that needs to be done to prepare the site for re-opening at Easter. In addition, there have also been full working weeks on the Sandtoft District Railway which are producing impressive results!

AGM

This was held in the Reindeer Inn on Sunday November 20th. Two Directors were due for re-election: Francis Terry, our Secretary, who has retired from the Board and Stewart David who stood for re-election. Although our Articles permit a maximum of six Ordinary Directors, we've been operating with one less for a few years. It was becoming obvious that the workload on some Directors was becoming too much, so prior to the AGM the Board had decided to fill the vacancy. Therefore there were in total three posts to be filled but as only three nominations were received there was no need for an election. At its first meeting, as required by our Articles of Association the new Board elected a chair and vice-chair for the following year before re-assigning Directors' responsibilities:

| | |
|-------------------------|---|
| Helen Cross | <i>Company Secretary</i> |
| John Francis | <i>Financial Director</i> |
| Ian Wilson | <i>Operations Director and Chair</i> |
| Stewart David | <i>Managing Director and HR</i> |
| Dave Chick | <i>Development Director</i> |
| Bradley O'Connor | <i>Engineering Director</i> |
| Mark Boulton | <i>Site Facilities Director</i> |
| Chas Allen | <i>Commercial Director and Vice Chair</i> |

There will be some transfer of reporting lines for other staff connected with these changes.

The Board would like to place on record its appreciation of the work that Francis Terry has done for us. Although only Secretary for a year, he's had a significant impact.

Accreditation

Although this doesn't appear to be imminent, we're still preparing our Re-Accreditation submission and the Board has renewed our agreement with our Accreditation Mentor, Stathis Tsohis. We've also appointed Dave Hall as the Museum's Curator, a new post recommended by the Fleet Review Panel last year.

Gateway Project

This has suffered a setback. As previously reported, we were hoping to tie the work in with the resurfacing of Belton Road last Autumn. Unfortunately, shortly before work was due to start we were told that North Lincs Council first needed us to sign a Section 278 Agreement. This was contrary to the assurance given when planning permission was granted. We offered to withdraw the proposed reinforcing of the road surface adjacent to the gateway, where a bus-stop might be provided in the future, but didn't get a response before the roadworks began. We're now planning to start work on the Burntwood property to ensure planning permission doesn't lapse.



Life Membership

Following an enquiry from a member, we've introduced a Seniors rate for members wishing to take up Life Membership. This has been set at 15 times the ordinary annual membership price, so at current rates it is £315 (normal Life Membership is 25 times the annual rate, ie £525). Please contact the Membership Secretary (membership@sandtoft.org) if you'd like to take this up – or for any other membership queries.

Admission prices

Continuing the financial theme, inflation has continued to affect the Museum, as it has many other people; for example, the cost of printing our tourist leaflet has increased by about a third this year. Many reviews mention our great value and we're keen to maintain that reputation, but with food inflation running at 17% we will have to review Café prices for the new season. We've also reluctantly decided that admission prices will rise by an average of 10%, which is still lower than the headline inflation rate at the time of writing. Even so, they'll still be lower than those of many other attractions.

Resurfacing Work

We've been patching up the trolleybus running track near the front gate and down the "back straight" towards the Cycle Shop for years, but as anyone who visited the Museum in 2022 will have noticed it has continued to deteriorate. It's now in an atrocious state so a quote from a road contractor has been accepted and we're hoping to get it resurfaced before the start of the new season.

Legacies

In the last couple of months, we've been told that the Museum is the beneficiary of four separate estates and the first of these has now been received. We are really grateful for these bequests; together they will make a significant contribution to the work we have in hand.

MEND Application

Arts Council England has announced Round 3 of the Museum Estate and Development Fund (MEND). This will provide substantial grants of up to 90% of the total cost for essential repairs causing serious deterioration of collections. We had applied for Round 2 last year, but the required architect's report was late arriving and we missed the deadline. This year the window for applications is longer and already having the architect's report we're in a better position. Our application will include refurbishment of the main depot (roof, flooring and doors) and some parts of the running track and was valued at over £0.5 million pounds – plus VAT – last year, meaning that if successful, we will have to contribute over £55,000; we won't know until the Autumn.

Free Bus Connections

Another area affected by rising prices is our free bus services. After much discussion, we've decided to continue with the Thorne Connection on Saturdays for this season but we will be monitoring its usage. Unfortunately, due to poor take up, the Sunday Doncaster service will be restricted to the days of the Sandtoft Gathering and Isle of Axholme Running Days. It will still run on Bank Holiday Mondays when the Museum is open.

Museum Shop

Eric Moy has been appointed Shop Manager following Jess Boulton's resignation last Summer. We're taking this opportunity to explore merging its operation with those of the BTS and DOLRS sales stalls, to improve the availability (and working conditions!) of volunteers.

The shop has also benefitted from sizeable donations of books and magazines, many in as-new condition, and is buying the sales stock of the Bradford Trolleybus Association.

News from the Boardroom

Continued...

David Croft Depot

The new depot is now full which has freed up space in the main building. As a result, the Hastings caravan has been moved indoors to prevent further deterioration – and a pleasanter aspect to visitors arriving in the car park! Ashley Bruce has designed signage for the frontage. We're hoping to hold an official opening ceremony in the Spring.

The Sandtoft Play Tram

The tram rails have been collected from the East Anglia Transport Museum at Carlton Colville and once they have been installed the tram will be transported from Blackpool.

Our Accessibility Advisory Panel will be making recommendations on how we can include play equipment that is accessible for all. For the immediate future we will be using some of the soft play equipment that was formerly used in the Family Room.

Insurance Woes

Many members will have heard that we recently had trouble renewing our site insurance. In January we were informed that our current insurers weren't prepared to renew our cover. The cause was a pending court case about an accident elsewhere involving a piece of plant, which a judge had apparently (and for reasons unknown) decided should be heard as a road traffic accident rather than under the usual site working legislation. Until this case is decided and any appeals heard it's opened up a grey area in law and the previous insurers were no longer comfortable taking on the risk.

Needless to say, it wasn't easy finding new cover for a niche operation like ours, then sudden illness at our brokers caused a breakdown in communication, leading us to believe on the evening of 28th February that cover would expire that night and a full closure of the Museum site was announced.

The Board would like to apologise to our site team for any confusion and inconvenience due to the short notice of the closure, which was rescinded the following morning. We would also like to confirm that the Museum was in fact continuously insured throughout and that this situation arose through no incident or claim on our part.

The Trolleybus Museum at Sandtoft Seeks a Fundraising Manager

The Museum has an exciting Development Plan which will bring new attractions, such as the Sandtoft District Railway which is currently under construction, and better facilities for the storage and preservation of the historic trolleybus collection, including an exhibition hall and a restoration shed.

Significant new funding will be required for these improvements and so the Museum's Board is seeking to recruit a volunteer Fundraising Manager. The person appointed to the role will work with the Development Director and will help to identify new funding possibilities and assist with writing bids.

The successful candidate will ideally have some experience of fundraising, but just as important is enthusiasm, a willingness to learn and an ability to work on their own initiative.

For more details of the role including a copy of the job description, please contact Dave Chick, dchick@sandtoft.org. To apply please email HR Director Stewart David, sdavid@sandtoft.org

The closing date for applications is 21 May.

OBITUARY



Tina Bilbé

We are very sad to record that Tina passed away on 16 April. Tina had breast cancer diagnosed several years ago and had seemed clear of it at one time. Despite its return she lived life to the full as far as was possible.

A Librarian by profession, Tina was also a keen storyteller, researcher and published author. Very recently a 2013 episode of "The Flying Archaeologist" was repeated on BBC4, including a short interview with Tina.

Tina will be known to many at Sandtoft because she has been visiting for about 45 years, usually as a volunteer. In 1979 she married Graham Bilbé who had been volunteering at the Museum for a few years and who later became the Company's Chairman and Engineering Director. As Tina's health declined, for the last few months Graham had been acting as her full-time carer.

Our condolences to Graham and to Graham. *DGC*

Sustainability

at the Trolleybus Museum

Every time you turn on the television or read a newspaper these days there seems to be an item about climate change. When you're constantly being bombarded about a topic in this way it's easy to start switching off to it. However, climate change and its causes remain a serious issue and one that most sensible people accept we can't afford to ignore.

On a recent course about sustainability (online, naturally given the subject matter!) organised by Visit Lincolnshire for businesses in the hospitality and tourism industry, we were given some startling figures. Globally, this sector accounts for: 8% of global emissions, 14% of global waste and 12% of food waste. Obviously, these figures include long-haul flights and fine dining experiences, so where does a small museum in rural Lincolnshire fit in the fight to achieve Net Zero?

For a start, we are a business: one that has a carbon footprint, and that has itself been the victim of abnormal weather events in the last 20 years – to wit, flooding causing (amongst other problems) the cancellation of the 2007 Gathering with a significant loss of revenue, and last year's roasting summer which lead us to postpone (although fortunately not cancel altogether) both a Trolleybus Driving Experience day and a private visit. These weather events seem to be getting more commonplace. We're also becoming ever more constrained by legal requirements in the disposal of waste, prevention of pollution and protecting the environment. As an example, the recent planning permission for the Sandtoft District Railway stipulated that we had to submit a biodiversity plan. And there's our visitors' expectations. Having the world's largest collection of what some regard as the most eco-friendly form of road passenger transport ever invented should give us some brownie points, but

that message will ring hollow if we're not seen to be doing as much as we could to protect the environment in other ways.

We've been doing some things already; for example, an embryonic biodiversity plan was already in the plans for the SDR before we applied for planning permission; we've been buying more efficient appliances; installing timers on water heaters, where these were left on all the time, as well as on the heater in the Box Van; and installing LED lights in preference to other forms. LEDs can save up to 80% of the energy used by a fluorescent tube, last 5 times longer and don't contain harmful gases, so they can make a massive difference to the environment.

All the stall bookings and around 60% of the vehicle entries for the Sandtoft Gathering were done online for the first time in 2022 and we aim to increase our use of paper-less communication.

Apart from displacing the antique models, the recently-installed hand driers in the toilets have eliminated paper towels saving an estimated £200 per annum as well as reducing the paper waste going to landfill. Even making paper from recycled sources uses energy and has to be transported, so apart from saving the planet, we're also saving money.

However, there's still much more we can do. One particular area of concern is the amount of waste we send to landfill, especially from the Café. We've tried marking bins for recycling only yet some visitors have simply been ignoring these signs. If we'd put these bin contents straight in the recycling skip it would have been rejected as contaminated, with all the extra inconvenience and cost that involves. Unfortunately, we're constrained by space and staffing to sort rubbish in the Café but we do need to increase

the proportion of recycling, so we'll have another attempt this year with improved signage. Single-use plastics are also being phased out wherever we can, but we still have a large stock of some items so you'll continue to see these for some time to come. Rest assured, we'll be minimising fresh purchases.

We are going to have to look at electricity usage more closely as well. Currently the Museum has a fixed-rate contract which expires in August which has protected us against the recent shocks in energy prices, but as things stand we're expecting a hefty increase in the summer. Measures that are being considered are motion sensors in some of our buildings, like the toilets, replacing more fluorescent fittings with LEDs, and installing infrared heaters in locations with high air flows like the Shop and Café. By 2025 the Government will require us to have a smart meter, which will give us the possibility of switching to multi-rate tariffs – electricity being cheaper in the evenings and weekends. We suspect these are the times when our consumption is highest: the lamps in Sandtoft Square use a fair amount of current but are an essential security measure. Even simply switching off (not just leaving on standby) appliances and lights that aren't in use will help!

Obviously there has to be a balance struck when we're deciding to buy new or replacement kit; nor will we be able to do everything we want, or straight away. This is going to be an ongoing job and relies on us all, including our visitors, to play our part. To conclude, here's another statistic: 70% of travellers appreciate eco-friendly accommodation. Translate that figure to our visitors, especially the younger end that we need to attract, and it's obvious that we not only have to be seen to be doing something but constantly striving to improve.

Curator Role

by Dave Hall

In November 2022 the Sandtoft Board invited applications for the appointment of a Museum Curator, to help to improve the Museum's management of its collections. It was also seen to be needed to help the Museum to meet Arts Council England's expectations of an Accredited Museum, which will be particularly important when the way we do things is examined during re-accreditation, which is overdue because of the impact of the pandemic.

I felt I was already contributing towards the sort of things a Curator would undertake as I had assisted in a review of the trolleybus fleet at Sandtoft last year and have created a comprehensive digital photo archive of the Sandtoft history from day one, so I applied for the post and was successful. Being a newly created position, this is a role that I feel will evolve over a period of time.

Having been part of a team that reviewed the condition and restoration prospects of the trolleybus fleet at Sandtoft last year, I now need to look at what motorbus and ancillary vehicles reside at Sandtoft and determine their ownership and condition. Both reviews will help support the Board's collection development policy.

As Curator, and the BTS archivist, I will work closely with Eric Moy, who is caretaker of the Sandtoft archive, ensuring that we do not duplicate items and that we have a similar coding system so in the event the BTS and Sandtoft archives merging, we know which items belong to each.

It is my intention to develop ways in which objects are interpreted, through exhibitions, publications, presentations, and events. This is because we have said that we will put accessibility at the heart of our developments, so we need to take account of people with visual impairment, etc. It is important that visitors to the museum can learn about the history and background of each exhibit. I will also be advising the Sandtoft Board on priorities for conservation and restoration of exhibits working with vehicle owners, and as co-ordinator of the custodianship scheme.

I am excited to be taking on this role and hope that in time both the Sandtoft Board and our visitors will have a more informative experience of the museum.



Weekday Opening in 2023

The Museum opened experimentally for a full week in August 2022, the first time in our history that we had opened our doors to the public for a full week. It was a great success and so we are going to be open for three full weeks this year, all during school holidays.

The weeks concerned will be Tuesday 30 May to Friday 2 June (following on from the Late Spring Bank Holiday), Monday 21 August to Friday 25 August (immediately preceding the August Bank Holiday weekend) and Monday 23 to Friday 27 October (preceding the Weekend Trolleydays which will commemorate Doncaster's last trolleybus).

Increasing the frequency of opening is an important part of the Museum's strategy to become eligible for larger grants to help fund our expansion plans. We proved last August that we can attract people who would not otherwise visit the Museum. In particular we had many grandparents bringing their grandchildren for a day out while they were

off school. The additional days also brought in more income, which helps to fund maintenance and improvements.

Members can support the Museum by letting other people know about our extra opening days. A benefit of membership is that you can visit the Museum when it is open without have to pay an entry fee – so why not take advantage of these additional days?

To make a success of the weekday opening we need volunteers to work in the car park, café, shop, cinema, Sunbeam Cycle Shop and the Toy Museum as well as working as trolleybus crew. Last year volunteers told us that they had enjoyed the relaxed atmosphere of the weekdays and the chance to spend a bit more time talking to visitors.

Please put these dates in your diary. We will be very grateful to everybody who answers the call when the appeal for volunteers goes out.

DEPOT DOOR APPEAL

Sandtoft has an exceptional collection of historic vehicles – many of them are the only surviving examples in the world. They need constant care and protection, but our depot is nearing the end of its useful life and they are at risk of exposure to weather. A vital step in safeguarding our trolleybuses and buses is to replace the doors on the depot, most of which are around fifty years old. Can you help us?

A roller shutter door costs at least £8000 and consists of about 120 slats. Could you buy a slat for £50 – or even half of one for £25? Every contributor to the depot door appeal will have their name entered on a roll of honour (unless you prefer to remain anonymous).

Payments can be made by credit or debit card at the Museum Reception or Shop, or you can pay by bank transfer (details from Secretary@sandtoft.org). Alternatively you can send a cheque to the Secretary, c/o the Museum. If you can, please also Gift Aid your donation by completing a Gift Aid form, which can be downloaded from the website.

BACK-A-BUS

We are urgently looking for sponsors who can help us restore trolleybuses in the Sandtoft Collection. There are 19 trolleys that need generous ‘backers’, to help us build up funds for restoration. A regular contribution could cost as little as £5 per month. Choose your favourite trolleybus and pay by cheque or standing order monthly, quarterly or annually. What’s more, if you are a standard rate taxpayer, we can claim Gift Aid, which automatically adds 25% to your contribution.

To register your interest and nominate your chosen trolley, drop a line to the Secretary at secretary@sandtoft.org - here’s a few deserving cases, just to start you thinking.....

Bradford 562 One of a batch of 11 trolleybuses with English Electric chassis, bodies and electrical equipment supplied in 1929. They were the last new single-deck trolleybuses purchased by Bradford. After withdrawal in January 1945 it served as a caravan at Eastoft until 1989. A really historic item!

Maidstone 72 Built in 1947, it has a wartime-design Sunbeam W4 chassis but the body by Northern Coachbuilders is a post-war design. In 1967 No. 72 was used as Maidstone’s last trolleybus. A popular choice for the Museum’s Trolleybus Driving Experience days. Again, a gem that needs your help.

Johannesburg 589 Currently the principal vehicle restoration project for which the Museum is responsible. It is an MCCW six-wheeler built in 1948 with a 71-seat two-door body completed by Bus Bodies (South Africa), but similar to London’s SA3 class. Now desperately needing funds.

Twilight



Our final event of 2022 captured in this brilliant photo series by our regular photographer, Paul Morfitt.









Francis Terry planted a large number of trees and shrubs during the January weekend.

Winter Working Parties

Members came together over the last weekend of January, February and March to help to prepare the Museum for re-opening at Easter, supplementing the activities of the weekday workers.

Maidstone 56 was cleaned as was London 1348, which also had its Platinum Jubilee decorations removed. Work continued on the Huddersfield pole crane, which has been receiving much-needed major restoration work by a group of weekday workers.

Preparations were made for setts and a short length of rail to be laid at the Belton Road end of the green tram body so that it appears to be running on rails.

Since the last season a great deal of valuable second-hand sales stock has been donated, particularly by the family of an enthusiast in Hull who passed away recently, and the Museum has also purchased the Bradford Trolleybus Association's sales stock, all of which was sorted and valued in the shop ready to sell to visitors in the new season.

Our prefab is very popular with visitors. This year they will see that it has been receiving some TLC as the interior has been refreshed. Some outstanding work was completed on the new roof fitted to the

stores last year. The exhibits in the Sunbeam Cycle Shop have also been receiving attention for the new season and a new shed has been purchased so that more of the cycle collection can be displayed. The exterior was treated with preservative and some work was carried out on the interior during the March working weekend.

The toilet block has also received attention. The Ladies, Gents and Accessible toilets have all been on the receiving end of Dave Stanfield's busy paintbrush and each of the toilets has been fitted with a low-energy hand dryer, replacing the previous inefficient dryers and paper towels. This will reduce energy consumption and save the large sum we have been spending on towels.

The zebra crossing outside the Reception building had its white stripes repainted and a start was made on the crossing at the north end of Sandtoft Square.

In addition to the work detailed here, much more has been achieved in preparing our vehicles for a new season of service.

Thank you to everyone who has contributed in any capacity. The Museum looked well cared for when it reopened at Easter. *DGC*



Robert Smith, Josh Sharp and Mark Boulton excavated an area at one end of the green tram, ready to take sets and rails.



The interior of the prefab after repainting and refreshing work by Mrs Petch.



Keith Hopkinson gave Maidstone 56 a thorough clean in February. In January, London 1348 had been cleaned by Keith Manning.



Mike Spilling applies preservative to the new cycle shop shed.



This road safety advertisement was found in the depot and now hangs in the hallway of the prefab.



Mark Boulton and his father installing new shelving in the Trolleyshop.



Andy Warnes and Chris Proctor extend the track so that the rubble can be taken to the northern end of the platform.

Sandtoft District Railway

A huge amount of progress has been made in recent months, with week-long working parties being held in December, January, February and March. More has been achieved between the working weeks, mainly during the regular Wednesday sessions.

In Burntwood Yard a pit was dug out for the turntable and subsequently it has been lined with bricks. Valiant attempts were made to remove the stumps of the Leylandii trees that were felled last year, but by the end of March they had stubbornly refused to budge and still block the way to the site of the future locomotive shed.

Most of the line has been dug out or marked out from the Yard, through Sandtoft Central Station and onwards to the loop around the natural pond, where a start has been made on building the "Sandtoft Hills". The area where the Showground Station will be sited has also been prepared. The track sections were all labelled with details of their length and any radius if they included a curve, and all were logged on Chris Proctor's laptop. This has facilitated the selection of the most appropriate sections.

The facings for the southbound platform at the central station have been installed, using concrete fence panels from Burntwood, and the platform has been built up with rubble from the demolished goat shed. Many redundant flagstones from elsewhere on site are to be used for the platform surface. The goat shed has also provided breeze blocks which are being reused in the construction work. This all helps our green credentials!

Around 170 trees and shrubs have been planted along the western boundary in accordance with the planting plan which will aid an increase in biodiversity and help us to comply with the planning permission requirements. Biodiversity is noticeably improving and recently a buzzard and a woodpecker have been seen at the Museum.

Construction of the first purpose-built rolling stock for the SDR started on 4 March. Three new carriages are being built, two of which will be dedicated passenger carriages and the other a guard/passenger carriage. All will be eight feet long.

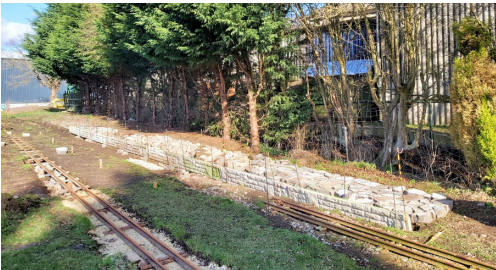
Additional fencing for the railway has been erected along the car park boundary and to the north of the site that is being prepared for the play tram. *DGC*



Fencing off the railway.



Sandtoft Central Station with rubble about to be unloaded from the flat wagon.



The platform.



Nearest to the camera are two bat boxes. There are then another five bird boxes and finally a four-bedroom sparrow box. All were made by Stuart Allen and some were installed during the February working week.



The Museum reopened to the public for three days of operation at Easter and the public were enthusiastic about returning! Some parents told us that their children had been counting down the days until they could come back to the Museum.

A colourful selection of trolleybuses provided the service on all three days; Bradford 844, Huddersfield 631, Rotherham 37 and Maidstone 72. This was the first time that visitors were able to travel over the resurfaced back straight and it has made a huge difference to the quality of the ride. Good loads were carried on the trolleybus service and on the Isle of Axholme tours.

Trade was brisk in the refurbished shop and the café was very popular, as it always is. All the attractions were open, with regular film shows in the cinema and visitors popping in and out of the Toy Museum, Sunbeam Cycle Shop and the Exhibition Centre.

Keith Burbidge brought two of his mobility scooter-based representations of historic Bournemouth vehicles, which always fascinate our visitors. This time he brought tram 58 and the Sunbeam MS2 trolleybus.

An additional attraction was provided by the return of the IABTC Super Sniffers. The dogs were put through their paces and visitors could provide an item for the volunteers to hide. One of the dogs would then seek and retrieve it. Doncaster 22 and Rotherham 37 were used for another demonstration in which visitors occupied the seats and “drugs” (nothing illegal!) were planted. A dog would search the vehicle and identify the culprit.

Diane Rhodes of the Super Sniffers thanked all the volunteers, “who not only accommodated our dogs and their searches but joined in suggesting hides and even moved them because they thought the dogs were passing information to each other!”

The Super Sniffers put on an Easter egg search which was enjoyed by children and adults alike, and both groups enjoyed being allowed to handle the dogs.

Elsewhere in the centre grass we ran our own search. Carrots were hidden around the area and had to be found by our younger visitors, who took them to the shop to exchange for Easter eggs. There were four sizes of eggs to be won, ranging from a small egg in exchange for one carrot up to a large egg which was the prize for finding four carrots. Cinema Manager Dave Hall was thwarted in his attempts to buy a bag of carrots!

This was an enjoyable and very successful start to the new season. Our thanks to all our visitors and to our volunteers for making it happen. *DGC*



Siemens Apprentices Provide Vital Help



Dave Chick presented certificates to Siemens Gamesa apprentices Tom Stephenson, George Quest,

In February I represented the Trolleybus Museum at a conference at The Ropewalk in Barton Upon Humber. The building is a fascinating quarter-mile long Grade II listed former rope factory, which is now an acclaimed centre for the arts housing galleries, a café and Ropery Hall, a venue for live music, theatre and cinema. It is well worth a visit.

Ropewalk CEO Liz Bennett told the delegates that she had arranged to have some work carried out by apprentices from Siemens Gamesa, which builds wind turbines and has its UK base in Hull.

The Siemens company was founded by Werner von Siemens who was also the inventor of the trolleybus, so I thought that it would be a good fit if we could also build a link with the company.



Megan Holt and Tom Barratt, seen with the four trolleybuses that were to operate over Easter.

At the next break I had a chat with Liz and she put me in touch with Chris Snell, Head of SIT for Siemens Gamesa Renewable Energy Limited. Before long I was talking to Lee Drury, the company's Construction Operations Manager, who runs the UK apprentice program for SGRE.

This led to four of SGRE's second year apprentices spending several days helping out at the Museum on some vital tasks.

Their first few days on site were during the week leading up to our Easter reopening and so they got involved with some of the vital preparation tasks, such as cleaning the four trolleybuses we used at Easter internally and externally so that they were ready to provide rides for our visitors. They also helped to repaint two of our zebra crossings that had not been finished during the March working weekend.

Vehicle & Site News

All the news from the workshop by Bradley O'Connor

Workshop Compressor Tony Walsh & John Petch have been working on installing a new compressor to the workshop (donated as part of the railway by Francis Terry). This is now in the final stages after a successful test of the automatic cut in/cut out. This compressor will greatly improve our air supply to the workshop allowing us to use air guns to remove wheels from vehicles.

Bradford 844 Keighley Bus Museum Trust has kindly agreed for us to keep 844 for another season, after a successful season with us over 2022. This will shortly enter our workshop for a retest.

Hastings Hastings 46 has now been moved from the side of Reception to its new home next to the Mexborough & Swinton bus in our main depot. This marks the first time the bus has been undercover in a substantial number of years.



907 with its newly programmed destination blind.

907 Shortly after Christmas, 907 was moved to our friends at Eastwood in Rotherham, where work is well under way repainting it from its current Stagecoach livery to its original Lincolnshire Roadcar livery. Lindsey Robinson reports:

An initial report on electrics has been carried out. A small amount of rewiring is needed to the start system and lighting system which will be rectified shortly. The assault screen was removed from the cab area and the re fitting of the original style seats is almost complete on the wheel arches.

Outside all logos and tape have been removed. The old skirt panels were removed and the steel rails beneath have been needle gunned and treated. Work is currently on making the rear near side wheel arch good after a previous repair was found. Once new skirt panels are delivered work will carry on to re fit. The engine door has been removed to allow a better re fit.

754 This much-loved Sheffield double decker returned back to Sandtoft to open up space at Eastwood to allow 907 to fit. While the repair work to the chassis that 754 went to Eastwood to undertake has not been completed (numerous delays due to other priorities), 754 has once again left Sandtoft, this time to have its repair work completed at Midland Vectis near Nottingham. It is hoped 754 will return later in the year to enter passenger service to celebrate its 50th birthday. (Thanks to Alex Proctor for the information).



Glasgow TB78 being inspected.

78 Glasgow TB78 was successfully brake tested just before Christmas. Jim Sambrooks & Barry Fullen refitted the rear nearside brakes and the following week 78 was run under power before being brake tested. The bus is still pending completion of its electrical inspection which will hopefully be completed in the coming weeks. The internal vents require attention before this vehicle can be run, these are being sourced by the BTS.

144 Recent work includes the laborious task of removing many metal plates that are used to fasten the seats to the floor, in preparation of the vehicle having new lino internally and a spruce up. It is hoped the vehicle will leave April time for its work to start. Many thanks to Dave Hall on this project.

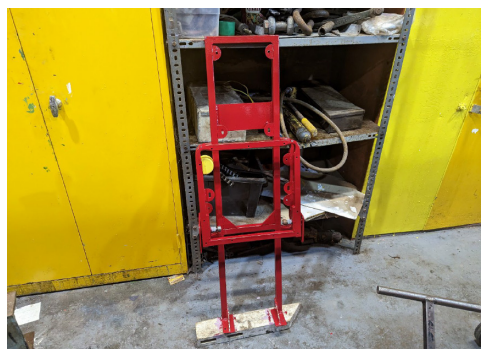
493 Much like 541, a full mechanical inspection has been carried out and the details have been fed back to its owner. 493 will need to go back into the workshop later in the year for electrical inspection.

Isle Coaches 137 After a couple of years being stored over the road at Wilsons, this bus returned to site late in 2022.



Huddersfield 541 Placed in the workshop for inspection.

541 Huddersfield 541 has recently had a full mechanical inspection. A few issues have appeared but we are confident these can be rectified shortly. Work will continue later in the season when the vehicle enters the workshop for its electrical examination. The aim is to have this vehicle available for service early in the season.



The donated seat frame from Stagecoach, this has been painted into the same red as the Wellington.

82 Wellington 82 is being transformed into our "accessible" trolleybus for the 2023 season. Two seats at the rear exit of the bus have been removed and a new disabled seat & frame have been sourced from Stagecoach. The frame has now been painted (thanks to Dave Stansfield) and we are now waiting for the seat components to be retrimmed. Work has also been undertaken elsewhere on the bus, it has had a battery isolator switch added to the cab, this will stop

the bus pulling power from the batteries unnecessarily. The outside has also had some minor work. When the vehicle was in for test last season, it was noted a minor bit of damage at the rear nearside of the bus. This panel has now been corrected and painted. Thanks to John Petch & Dave Stansfield for the work on this vehicle.

1348 On the first working weekend this year, the adverts from Her Majesty's Platinum Jubilee had been removed from the vehicle. The adhesive that kept these adverts on last season proved to be a little too strong! Some of the paint has come off during the removal process. Dave Stansfield has very kindly agreed to spruce this up before the bus is required to run for the 2023 season.

834 Queries are currently ongoing for a potential full vehicle repaint.

746 Bradford 746 has now been retested and has now been passed out for public service. Some attention has gone into treating corrosion at the rear platform, thanks to Dave Stanfield.



Privately owned RN100 loaded ready to leave Sandtoft (Image: Chris Proctor)

RN100 This motorbus left the museum after being sold by its owner. The bus left site in early January to start its new life with the Epping & Ongar Railway Group.

94 94 has been placed in STC workshop for a final check over for MoT test, Duncan Wedlock is completing the signwriting of the adverts whilst it is there.

112 On 112 the upper deck is now complete after over 40 years without seats, the originals have been refurbished and refitted. Attention has now turned to the lower deck with all the nearside seats removed for similar treatment as well as panelling and painting as required.

Vehicle & Site News

All the news from the workshop by Bradley O'Connor

Pole Crane Recovery

Part 1: Taking it apart - by Norman Hinchliffe

The Pole Crane project was taken up at the beginning of 2022, by the team of newish members consisting of Steve Linksey, Geoff Croft, Guy Vickery and occasionally (thus far) Paul. Our first objective was to identify a suitable location to work on it. A piece of concrete between the stores and the DOLRS cabin, to the west of the main depot building has thus proved to be ideal, offering us a firm working surface in a comparatively sheltered area of the site, and next to the stores, where we have set up our (indoors) workshop.

After much discussion as to the best way to approach this project, we began by removing all the pieces of steel and timber which would not be used in the restoration. However, it became very clear at an early stage that the broken leaf springs at the front of the chassis were in most immediate need of replacement. This was of primary importance for reasons of safety and mobility.

The front end was thus jacked up and supported on a variety of items which we managed to scrounge from around the site, including axle stands, lumps of timber and bus wheel rims/hubs. Once the leaf springs had been removed one of them was dispatched to serve as a template for the replacements. During this process the front axle and components were removed for cleaning and preparation, awaiting the return of the new leaf springs.

The chassis consists of a flat bed with two raised platforms, with the boom and lifting gear at the rear, while the winding and control gear is located at the front. In between these two operating units is a platform, which had a timber bed. This was removed and temporarily replaced with two layers of plastic-coated MDF which would allow us to work safely on the components at either end of the chassis.

Smaller components were removed for cleaning up and preparation in the Pole Crane Workshop (south end of the main stores). While the removal of the winding gear provided better access to the front end of the chassis, which has since been wire-brushed/scraped prior to treating with Hammerite. Removing the winding gear provides the base for a timber platform on which the winding gear will sit, when reassembled.

The next step will be to install the front axle, with its restored components and the new leaf springs.



We're Pushing on With Johannesburg 589!

Thank you to everybody who made donations to the 589 fund since the last edition of Sandtoft Scene.



The upper deck interior before the preparation for painting began

The mechanism for the lower-deck full-drop windows. The mechanism that still exists has been restored and retained and where it was missing new parts have been fabricated.

The continuing support has meant that work has been progressing well. Efforts have been concentrated on the upper deck, with repairs made where necessary and then being fully prepared for painting. All paintwork was rubbed down, a first coat of paint applied, then further prepared prior to the application of a second coat of paint, with a third coat on the trims.

The ceiling and all the sides are now painted in the upper saloon.

The next stage is for another coat of varnish on the upper saloon timber, as well as fitting the newly-fabricated window handles and sealing the windows.

We hope to be able to finish the restoration in 2024. As has been well-publicised, 589 initially will be painted in London Transport livery to represent the SA3 class of trolleybus, none of which survives. After five years it will be restored to its original 1948 Johannesburg condition.

With completion of the project on the horizon we want to keep the work going at a steady pace. We are delighted that so many people have made generous donations and we will be very grateful for any support which will get us to the finishing line.

How to Donate

The simplest way to donate is to go to the Appeals page on the Museum's website Appeals – Trolleybus Museum at Sandtoft

Click on the Donate button and 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 Finance Director John Francis at 8 Cottage Fields, Eaves Green, Chorley, Lancashire PR7 3QE.

It is also possible to pay direct into the Johannesburg 589 Fund bank account – email johannesburg589@sandtoft.org to ask for our bank account details.



OPEN DAYS FOR 2023

PLEASE NOTE: THESE ARE STILL SUBJECT TO ALTERATION

Saturday 13 May
Sunday 14 May

Weekend Trolleydays featuring our 3-axle vehicles

Saturday 27 May
Sunday 28 May
Monday 29 May



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)



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



Bank Holiday Trolleydays
featuring our Roe-bodied trolleybuses

Saturday 16 September
Sunday 17 September

1940s Weekend 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



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

= Accessible Weekends: At least one trolleybus in service will be wheelchair accessible (subject to availability)

DONCASTER BUS CONNECTIONS

FREE BUS indicates **FREE BUS** operates on these days, departing 11.30 am from Doncaster Interchange (Journey 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
Thorne Park Gates
Trolleybus Museum
Return Service
Trolleybus Museum
Thorne Park Gates
Doncaster Interchange

First South Yorkshire Service 87
1007
1054
Trolleybus Museum Free Bus
1530
1550

Trolleybus Museum Free Bus
1100
1120
First South Yorkshire Service 87
1556
1644

MUSEUM ADMISSION PRICES

Admission on days with a red background:
Adult £14.50 | Senior (61+) £12 | Concs £8
Family (2 Adults + 2 Concs) £39
Senior+Family (2 Seniors + 2 Concs) £36

Other weekend and bank holiday open days:
Adult £12 | Senior (61+) £10 | Concs £7.50
Family (2 Adults + 2 Concs) £34
Senior+Family (2 Seniors + 2 Concs) £30.50

Prices on Weekday openings – please check our website: www.sandtoft.org