

Sandtoft Scene

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NEWS & VIEWS FROM
The Trolleybus Museum
AT SANDTOFT



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

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Front Cover Picture

Our Museum staff were joined by costumed re-enactors for our opening Easter weekend. Photograph by Graham Bilbe

Photography

Photographs in this issue have been kindly provided by: Graham Bilbe, Dave Chick, Trevor Hall, Paul Morfitt, John Petch, James Race, Bradley O'Connor, Keith Manning and Ian Metcalfe

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(Paul Morfitt)

It really feels like the Museum is getting into the swing of things after a fantastic start to the season with the brilliant 1940s event, hosted in partnership with Bainbridge Events. The summer period brings a new intensity to our programme from our headline event, the Sandtoft Gathering and fortnightly through the summer to the ever popular Blues and Twos event which this year is happening in early September.

But that doesn't mean that long-term planning is off the table. In this edition of Sandtoft Scene you will hear more about our development plans including

reapplying for Museum Accreditation, our need to plan ahead and renew our main depot and how we want to manage our collection going forward. If you are interested in learning more and supporting our work outside the regular open days, do get in touch.

But we aren't the only ones making plans on the museum's site. Our volunteers have sent in these lovely photos of the wildlife that share our venue. If you are a keen photographer, we are always looking for new contributors to Sandtoft Scene. Please get in touch and share your snaps!



Stewart David

Many of you will already have heard of Stewart's decision to step down as a Director of the Museum at the end of May. Stewart has played an integral role in the development of the Museum, particularly overseeing the Traffic Department; as Health and Safety Director; and in encouraging our members to turn out as volunteers both on Open Days and the Weekday Gang. We hope to continue to see him at the Museum and in recognition of his long support for the Museum the Directors unanimously voted to award him a Life Membership.

Appointments

Following Stewart David's resignation, further appointments and reassignments of his responsibilities have now been made.

Stan Collins has been co-opted to the Board until our next AGM to take on the role of Health and Safety Director. It is critical to the Museum's future that we operate safely at all times and ensure that we are compliant with Health & Safety legislation. Stan, alongside Allan McCorquodale has been advising us in this area and we are grateful for his support. Stan has also agreed to act as open day staffing co-ordinator. This is an important back office task, making sure (as far as possible!) that all the important jobs are filled on every open day. We're sure everyone will give Stan every support in it; he can be contacted at scollins@sandtoft.org.

Meanwhile, in the Traffic Department, Paul Morfitt has been appointed Assistant Traffic Manager whilst Richard Jackson has become a Trolleybus Driving Examiner. Both are eminently qualified for these roles: as well as his career with Stagecoach, involving both driving and managerial roles, Paul has been a Traffic Inspector with us for some time, whilst Richard has been the lead instructor on the Trolleybus Driving Experience Days for a number of years and is experienced in quickly assessing a candidate's abilities.

Open Days

Many of our visitors these days expect to be able to buy tickets in advance. We've previously resisted introducing this facility, partly because most events don't warrant its use and partly because there is a cost involved. However, after concerns were expressed about the large numbers of visitors expected for the 1940s Weekend at Easter, we hastily set up an advanced ticket option using Eventbrite. Although not widely taken up, with some other innovations in crowd management (involving some of the re-enactors working the queue) it did keep delays to a minimum.

The other event where this will be of value is of course the Sandtoft Gathering and we'll be using TicketTailor for this event. TicketTailor has a rate for charities, by linking it to our existing Stripe (a competitor to PayPal) payments account reduces the total cost for an adult ticket by over a pound compared to Eventbrite.

By the time this edition appears, other preparations for the Sandtoft Gathering should be well advanced. However, vehicle entries as I write this are at much lower levels than last year, although traditionally many (especially for buses and coaches) seem to come in on the last minute! If you can spare some time on the day itself please get in touch – it makes it more relaxing and pleasurable for everyone!

Volunteer Recruitment Day

On 14 June the Museum held a volunteer recruitment day. Press releases were sent and posters placed in shops, community centres, village halls, libraries etc to publicise the event. Dave Chick made a presentation to prospective volunteers in the Regal cinema and guests were shown around the site. Existing Museum volunteers wore badges saying "ASK ME ANYTHING" encouraging guests to ask about how volunteering at the Museum works. The event was filmed by two Sheffield University students who were producing a dissertation on volunteering. They offered to make the filming available for the Museum to use on its website volunteer page. We have signed up about 10 new volunteers. A good start but there is plenty still to be done. A huge vote of thanks to everyone who took part in the event, especially Paul Dicken who organised us.

Site Matters

The Board has also accepted a quote for improving the area of the car park most prone to flooding with work now underway. This will involve removing the turf from a strip alongside the current gravel path and replacing it with hardcore to improve drainage. It will also make vehicle access to the David Croft Depot easier.

With the replacement of the external doors on the end of the building the refurbishment of the Shop is now complete. These are painted in our corporate colours and with the new signage no-one should be in doubt that we have a Museum Shop! It has also benefitted from sizeable donations of secondhand books including some railway literature and others that are not transport-related. Sales of secondhand stock now form a sizeable proportion of sales, whilst Eric Moy, our Shop Manager, continues to develop lines that are likely to appeal to family and younger visitors.

The Shop isn't the only part of the site to have benefitted from some TLC recently; the Cycle Shop door has also been replaced, the turf outside the Prefab has been replaced with astroturf – it wasn't easy to mow the real stuff in such a confined area! – and repairs and improvements have been made to

the Exhibition Centre. We also had to bring in the tree surgeons to deal with overhanging trees on the Back Straight, which were getting uncomfortably close to the trolleybus overhead. Unfortunately, three silver birches had to be felled, as there was a real risk that strong winds could bring them down and take the overhead with them. We plan to replace them with saplings well away from the trolleybus circuit.

Many will know that last year the Office of Rail and (ORR) visited Crich, resulting in some traction poles being condemned and the associated exclusion zones forcing the closure of the Museum for several days. David Barney, who has experience of safety inspections, kindly offered to perform a full independent inspection of our site and procedures without charge. Whilst the ORR do seem more interested in rail-bound vehicles and our overhead and fittings are inspected by an experienced linesman every year, with others are being trained up to do this important work, the Board felt this would be advisable and has accepted David's offer.

Website

Using Andy Fieldsend's kind donation of his collection of back copies of Sandtoft Scene, with some scans of missing issues provided by Dave Hall, we've been able to digitise issues 1 to 84 of Sandtoft Scene meaning we now have a full digital archive of the magazine as well. This can be found in the Members' Area of the Museum for members to access easily. Scene provides an interesting insight into the Museum's development over the last 40 years but to read them you will need a login for the Members' Area. If you'd like one please use the request form on the website.

Best Wishes to Tony

Finally, we were sorry to hear that Tony Ferris, formerly Site Facilities Director, has had a serious operation on one of his feet entailing a lengthy stay in hospital. Fortunately he's progressing well and we send him our best wishes for a full and speedy recovery.



The Trolleybus Museum at Sandtoft's Reaccreditation

The Accreditation Scheme is the UK industry standard for museums and galleries.

It helps everyone involved with a museum to do the right things, helping people to access and engage with collections, and protect them for future generations.

The Accreditation Scheme does this by making sure museums manage their collections properly, engage with visitors, and are governed appropriately by encouraging all museums and galleries to meet an agreed standard in:

- *how they're run*
- *how they manage their collections*
- *how they engage with their users*

The Museum was first awarded the accreditation standard in 2010, and it was successfully reviewed in 2015. Arts Council England has contacted us with an invitation for the museum to submit its Museum Accreditation return in early 2025.

Due to the pandemic, it has been several years since we have had to make a return to Arts Council and we will need to review our policies, plans and procedures to ensure they are up to date and reflect our current plans and sector best practice, building on our existing work. We also have to provide an update on areas that we said we were looking to improve on our last return. To do this we will get support from Accreditation Advisors from Museum Development North, and from our new Museum Mentor Rose.



Our New Museum Mentor

Rose Nicholson, our new Accreditation Mentor introduces herself...

Hello, I'm Rose Nicholson, Heritage Manager for North Lincolnshire Council. I'm absolutely delighted to have been invited to be the new Accreditation Mentor for the Trolleybus Museum at Sandtoft. Overseen by Arts Council England (ACE), Accreditation is the national standard for museums, which ensures venues are sustainable, focused and trusted and thus able to inspire confidence in the public, funding and governing bodies. My role will be to support and advise the Trolleybus Museum trustees as they put together the Accreditation Return.

I have always loved museums and history, with a particular interest in the history of my home turf – the Humber region. After completing a BA in Archaeology and Geography at Liverpool University, I returned home in 1997 to the East Riding of Yorkshire and took up my first museum role at Hull and East Riding Museum as a Research Assistant on the Museums Quarter project. During my five years at Hull, I curated the redevelopment of the Roman Gallery and worked on the new Prehistoric and Medieval galleries. In 2003 I started working at North Lincolnshire Museum as Archaeology Assistant (Collections) under Dr Kevin Leahy. My main responsibilities were curation and interpretation of the wonderful archaeology collections. Then when Kevin retired I moved up to Collections Manager, with

responsibility for the North Lincolnshire Museums collection, management of the Collections Team and exhibitions and displays at the Museum and Normanby Hall Country Park. As Collections Manager, I oversaw the redisplay of all the displays in North Lincolnshire Museum, beginning with the Archaeology Gallery in 2012, and using funding from the then M&GC and ACE through the Humber Museums Partnership. In March 2020 I became Heritage Manager, with responsibility for North Lincolnshire Museums and heritage partnerships, and a remit to push the interpretation and development of the collections and local heritage.

During my time at North Lincolnshire Council, I have overseen the successful Accreditation returns for North Lincolnshire Museum and Normanby Hall Country Park, writing all policies and procedures and completing the application forms. I was Mentor for CHAMP for their initial application for Accreditation of Baysgarth House Museum and have also supported North East Lincolnshire Museums during their last two Accreditation Returns.

The Trolleybus Museum is a fantastic venue and I am very much looking forward to working with the Museum team, and perhaps meeting some of you at Sandtoft!



Once again to the Roaring Forties!

Paul Moffitt

In issue 126 of Sandtoft Scene we reported on the World War II themed weekend that was organised at short notice in partnership with Bainbridge Events for the tail end of the 2023 season.

It proved to be a big success.

Pete Bainbridge asked if we would like to repeat the experience over the Easter weekend of 2024. And so it was to be.

Pete's organisation has a considerable number of followers all over the country and there are similar events held almost every week somewhere in the nation.

It takes a lot of diligent and detailed organisation, with careful publicity and planning to bring such an event together and the results of these considerable efforts were realised on the 31st of March and 1st April of this year.

As this was the Museum's first open weekend of the season, a lot of effort went into making sure that the site was ready to receive the anticipated crowds; – yes, it was expected to be busy and to have a similar number of visitors each day as the Sandtoft Gathering, if not more. Considerable credit is due to the Museum Team for a lot of hard preparatory work.



Graham Bilbe



Bob Ashton



The re-enactors started arriving from the Friday evening so our Saturday visitors saw a gradual transformation of the Museum grounds into something from the 1940s. Even though there was no official theme on that day.

Many of the re-enactors camped on site, and there was a pop up bar for their relaxation each evening. There were also food vans including those vending fish and chips, burgers and ice cream during the two main days. Their proprietors were kept very busy indeed during peak times. Our own café was equally busy and John Francis and his team worked nonstop for two consecutive days. Well done team!

The central grass display area was turned into a wartime canvas Army headquarters with period vehicles to add to the atmosphere. Re-enactors in costume were everywhere, representing all three armed services, and dozens of costumed civilians were to be seen in complement. Some German paratroopers were rounded up at one point, and marched off with their hands in the air!

One display that caught the public imagination was a pen of Sheep. Yes the woolly kind! They were shepherded around the site by their owners in 1940s attire from time to time. The trolleybus crews got quite a surprise the first time they encountered them after rounding a corner! On Saturday there were two animals, but on the Monday people were surprised to see that two had become four! There were then two lambs! Actually the two ewes that were exhibited on the Sunday had been replaced with two different animals with their lambs.

An impromptu dance hall had been set up in the depot and a variety of performers sang popular songs from the period behind our corrugated iron doors. This was a very popular part of proceedings, as were the Laurel and Hardy tribute duo! The dancing continued into the evening after the visitors had gone home.

The Museum depot is frequently used for sales stands selling transport related merchandise, but during this weekend, they were replaced with vendors selling uniform, period costume, jewellery and other related items. This seemed very popular with our visiting families in particular.



Bob Ashton



Bob Ashton



Paul Morfitt



Paul Morfitt



Paul Morfitt

Many hundreds of pictures were taken of the event and some of them appear on these pages but many more can be found on the Sandtoft Trolleybus Museum 1940s Weekend 2025 Facebook page. [This is the 2024 page that has been re-named ahead of next year's event!]

Over the two day event, over 1,800 people came to join us, and the atmosphere was truly memorable. Many thanks are due to Pete Bainbridge's team of organisers, the re-enactors, concession stall holders and catering outlet staff. Not to mention

the Sandtoft team, including the café, shop, traffic, housekeeping and grass cutting staff. Plus dozens of other people who gave their time in abundance free of charge to make the weekend a success.

It was agreed almost immediately that the event should be repeated for Easter 2025, but this time for three days. It is anticipated that the event will be bigger still, with even more to see and experience.

What a start to the 2024 season.

David Hanchett



Corporate Volunteering at the Trolleybus Museum

Earlier this year we were joined by six Volker Rail employees who worked so hard that we found it difficult to keep up with the supplies of materials they needed! They were helping to build the Sandtoft District Railway and if we can keep going at this pace we may be able to open the first phase later this year.

After the end of work the six were treated to a trip on a "rail replacement service"! The vehicle is our new low-floor bus which will be providing accessible transport on some days on our free bus services, including Isle of Axholme tours. We are very grateful to Volker Rail for their help, which is much appreciated.

Corporate volunteering is an opportunity for teams to get together and make a difference for the Museum. Opportunities are varied, depending on the time of year and the skills and experience of the volunteers. Last year, four apprentices from Siemens Gamesa spent several days with us. If you know a company whose workforce might be interested in supporting our museum, do get in touch!



Bob Ashton

A Spring Outing for our Southern Trolleybuses

On our second opening weekend of the year was a Southern weekend. As well as the running vehicles the Weekday Gang did a great job at setting out displays of our Bournemouth, Maidstone, London and Reading vehicles. It was good to welcome Keith and the miniature Bournemouth trolleybuses alongside 297.

We also had a guest appearance from our Southern hemisphere trolleybus, Wellington 82. Thanks to Keith Manning for the great photos of our line-ups.



Starting a Debate on Our Collection

Two of our Bradford trolleybuses, 845 and 847, have been on loan to Keighley Bus Museum Trust (KBMT) for the last three years and are on display in the museum's premises. During this time No. 847 has been cosmetically restored by a KBMT volunteer. KBMT would like to own the vehicles but as Sandtoft is an Accredited Museum which has to adhere to Arts Council England's requirements, previously it would not have been easy to transfer ownership to a non-Accredited Museum.

The guidance has now changed as have other factors and the Museum's Board now wishes to consult our membership and other interested parties about the future ownership of these two vehicles.

The Board has agreed a small but significant revision to the Disposal Procedures section of its Collections Development Policy following new guidance from the Museums Association, which says that museums collect "more than we dispose, putting at risk the long-term sustainability of our collections, and our institutions". Therefore, wider transfer within the public domain, including groups that provide regular public access, is now considered a legitimate means of transfer. Items no longer have to be offered first to Accredited museums. Decisions should be based on what is best for the future of the object.



Bradford 847



Bradford 845 at Keightley

The case for donation to KBMT

In 2022 a panel of experts was assembled to review the trolleybus collection. Their primary objective was to advise the Board on priorities for vehicle restoration. They also reported on any duplications within the collection. A final report was produced in September 2022, the conclusions of which were accepted by the Board.

It was found that in the overwhelming number of cases, each trolleybus in the STCL-owned collection is the only one of its type in the collection, but that there are some exceptions. Of these, the majority of duplications are either privately-owned vehicles or examples where one is owned by STCL and the other is privately owned.

It was noted that two STCL trolleybuses, Derby 172 and 175, are almost identical but have bodies built by different manufacturers, Weymann and Park Royal respectively. The only trolleybuses found to be identical and all owned by STCL were Bradford trolleybuses 845, 846 and 847.

The Sunbeam F4 chassis of these three vehicles carried Brush single-deck bodywork when new. They comprised the last batch of trolleybuses delivered to the Mexborough & Swinton company, numbered 37 - 39, in 1950. Following the closure of the system on 26 March 1961, 12 trolleybuses including these three were sold to Bradford, where seven received new bodies and were numbered 841 - 847. The other five were used as a source of spare parts. 847 was withdrawn in February 1972 but 845 and 846 ran in service on the last day of operation, 26 March 1972 - exactly 11 years after the end of the Mexborough operation.

After the Bradford system closed 845 - 847 were sold for private preservation. All were acquired by the Museum when their owners were unable to continue to afford their upkeep.

The panel then examined whether there was a case for disposal of any of the collection. They found that where a trolleybus in the museum collection is duplicated by one in private ownership, that does not mean the museum is free to countenance a disposal because there is always the possibility that the private owner(s) might withdraw their vehicle(s).

The findings in relation to the three Bradford vehicles was that 845 is in satisfactory storage at Keighley Bus Museum but is in very poor condition and probably only worth keeping as a source of spares. The condition of 846 was uncertain because the Panel was not able to make a proper inspection, owing to the way it is currently stored off-site. 847 is cosmetically restored and currently on loan to KBMT, where it is on public display but cannot operate.

No action on these vehicles was proposed by the Panel. It was noted that KBMT had expressed interest in acquiring Bradford 845 and 847, but at the time the Trust was under notice to leave their premises.

Since 2022 there have been two developments which have led the Board to revisit this recommendation. KBMT have now purchased the premises they have occupied for some years, providing security for the historic vehicles stored there. The Museums Association's new guidance on disposals mean that decisions should be based on what is best for the future of the object and items no longer have to be offered first to Accredited museums.

The Proposal

The Trolleybus Museum at Sandtoft has more vehicles in its collection than can be housed at the Museum. Although it is part of the development plan to build an exhibition hall, this will not increase capacity sufficiently to house all vehicles in the collection. Some will therefore have to remain away from the site, with STCL paying for accommodation and the vehicles not being accessible to the public. New accommodation will cost well in excess of £20,000 per vehicle, so some rationalisation is essential.

The Board believes that it is in the best interests of the Museum and of the vehicles for the ownership of 845 and 847 to be transferred to Keighley Bus Museum Trust. There will be more opportunities for public access to the vehicles and they will be better cared for than will be possible otherwise for the foreseeable future.

It is also proposed that Bradford 846 be permanently retained and its condition investigated so that a restoration programme can be devised.

Should the feedback from this consultation be positive, approval from the membership will be sought at the next Annual General Meeting by special resolution to donate 845 and 847 to KBMT.

I would appreciate members letting me know their opinions. Please email me at dchick@sandtoft.org or write to me at the Museum. Dave Chick



Open All Week in May

Warm, sunny days ... that was what we had for our open week in May last year. This year it felt more like winter than the approach of summer!

It seems likely that this is why our visitor numbers were much lower than for the same week last year. Despite the weather our visitors enjoyed themselves and we received great feedback from them. There were fewer children, despite it being half-term week, but a high proportion of those who came said that they could only visit during the week. At least one visitor told us that they were with us because they had seen the new entrance sign while others repeated the pattern of previous weekdays by stopping off at the museum when travelling from north to south or vice-versa.



Friday was a busy day. Perhaps people were fed up with being stuck indoors, but whatever the reason, we had very respectable visitor numbers on 31 May. As well as all the families and others we had a party of 30 members of the Heywood Society which is for those involved in miniature railways from 7¼" gauge to 21" gauge.

Membership of the Society is limited to people who are actively involved with the operation of miniature railways, the manufacturers of miniature railway equipment, and authors who are actively involved in the documentation of miniature railways.

Clearly these are people who know what they are talking about when it comes to miniature railways. They had come to view the Sandtoft District Railway, construction of the first phase of which is very well progressed. We were delighted to receive many very positive comments from Heywood members and a letter of thanks afterwards. The Society's Treasurer asked that the Museum's Board be told that his members were very impressed not only with the amount of work put in by our railway volunteers but also the quality of their work. Congratulations to all who have contributed to this success.

When we open on weekdays we ask that visitors make a donation, but if they wish we will sell them an annual ticket. One family arrived on Friday morning and opted to make a donation because they did not intend to spend long with us and did not expect to return. When they left towards the end of the day they told me that their young son had been refusing to leave and had to be bribed to go home! *DGC*



Came from Reading, brought the sun!

On 24th June six members of the Reading Transport Enthusiasts Club visited us as part of their tour of England by Routemaster Bus. Richard Jackson, David Hanchett and Mike Johnson hosted the group.



Help Us to Build a New Depot

Our main depot dominates Sandtoft Square. The first part was built in 1969 and it was extended three times to accommodate a growing fleet of historic vehicles. Most of it is now more than fifty years old and it has been showing signs of its age for some time.

Earlier this year the Museum's Board commissioned a condition report from Ashrock Estates and their surveyors spent three full days on site examining all our buildings. We now have a very detailed report on the condition of our buildings and recommendations for the work that needs to be carried out.

The finding for our main depot is that the support structure could last for around 10 years. We were already aware of the need to replace the floor, walls, roof and doors, and so Ashrock's recommendation is that the depot should be demolished and a new building constructed.

To replace the depot on a like-for-like basis is likely to cost in the region of £1 million. That's a scary sum! We have been talking to the National Lottery Heritage Fund and they have given us some very helpful advice about applying for a grant for this specific purpose.

We also have to raise some of the funding for the project ourselves. This will show that there is support for the project and the more that we can put towards it the more chance we will have of submitting a successful bid.

We will be purchasing a donation box and donation card readers which are being funded by a grant from Heritage Compass. This year the donations received this way on public open days will go to the New Depot Fund.

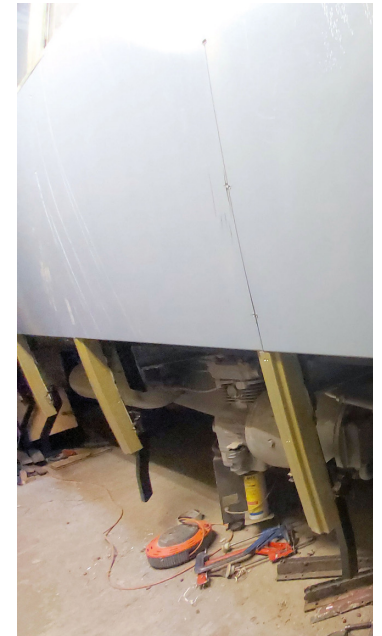
There are many advantages to having to put up a new building. Apart from having secure accommodation that will help us to protect our collection, a modern building will have far fewer pillars, which will make it easier to remove vehicles from the depot and return them to it and will provide fewer obstructions for visitors. As a museum we should be thinking of the new building as a display area and not just as a store. Another benefit is that we do not have to retain the existing depot footprint, so we will be considering how best to use the land in the depot area.

The money that has been raised from the Depot Door Appeal will be transferred to a New Depot Appeal Fund. As part of that appeal we had promised that all donors would have their names inscribed on the new door slats. Instead, all donors will be named and thanked on a board inside the depot, unless they wish to remain anonymous.

Your donations will help the museum to attract additional sums from funders. This project will make a huge difference to our ability to look after our historic vehicles, will improve the experience for our visitors and will transform the appearance of Sandtoft Square. Please donate now! *DGC*



Offside view of the new panels



The new panels close-up

The restorers powered ahead with work in April and May. Much of the lower deck interior has been prepared and the lino was laid on 21 June, following which the seats will be prepared and installed. Much of the offside below the lower deck windows has been repanelled. Six new tyres have been purchased. It was difficult to obtain the correct size and apparently there were only eight such tyres in stock in the whole of Europe.

There have been some generous donations in recent months but all this activity has depleted the fund. However, the article we published in the last edition of Scene was reprinted in a recent Bus & Coach Preservation and we are hoping that this will generate further donations. We are grateful to the editorial team at Bus & Coach Preservation for the regular support for the Museum in their pages.



Lower deck interior



New gantry

Father's Day

Father's Day is always a good day out at Sandtoft and this year we were joined by the East Yorkshire Thoroughbred Car Club who are regular visitors to the Museum. The event was advertised on our new entrance board which is regularly capturing the interest of passers-by despite the Museum's rural location.

The Club put on a right good display, circuiting the Museum and creating a line up for our eager photographers, with Doncaster 375, South Shields 204 and Wellington 82 providing passenger service alongside.

Out and About!

Whilst you can only ride our Trolleybuses around the Museum circuit, our motor vehicles do get out and about. Trevor Hall sent us these great photos of the Roadcar Volvo 907 and 55 arriving at Thorne Park Gates to provide our regular connecting service to the museum – he comments that they are a much appreciated by the non-driver! He also spotted Doncaster 22 visiting Beamish for their 'Fares Please!' event and shared this picture of the bus and driver outside the Bus Depot on June 29. Earlier in June, Resident museum vehicles Doncaster 94 and Roadcar 907 both joined in on the East Coast Run, hosted by our friends at East Yorkshire Thoroughbred Car Club. It was an amazing turn out with lots of stunning vehicles. 907 was awarded 2nd place and is now wearing its Rosette with pride, see if you can spot it on 907!



A Surprise for Mrs Eva

We now have the name of the artist of the safety advertisement, previously featured in this magazine, which now hangs in the prefab hallway. It was quite a surprise for Mrs E Eva of Scunthorpe who had brought a model display to the museum. It turns out that the late John M. Eva (1932-2015) had completed the artwork many years ago for display at our museum. Mrs Eva had on display some of John's superb home built vehicles and artwork.



OPEN DAYS FOR 2024

OPEN 10.30AM TO 4.30PM UNLESS SHOWN OTHERWISE



Saturday 27 July

Sandtoft Gathering '24 Preview (Open 12pm - 5.30pm)

Sunday 28 July

FREE BUS

Sandtoft Gathering '24 (open 10am - 5.30pm)

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

Saturday 10 August



Sunday 11 August

Weekend Open Days

Saturday 24 August

Bank Holiday Open Days

Sunday 25 August

featuring the trolleybuses of the British Trolleybus Society

Saturday 26 August

FREE BUS

Monday 27 to Friday 30 August

WEEKDAY OPENING

Saturday 7 September

Blues & Twos Weekend

Sunday 8 September

retired emergency vehicle displays and demonstrations

Saturday 21 September

Roe Commemorative Weekend *marking 40 years since the famous*

Sunday 22 September

Leeds coachbuilder closed down plus (on Saturday) a display of vintage cars

Saturday 5 October



Sunday 6 October

Accessible & BUT Weekend Open Days

Saturday 19 October

Open Day

Sunday 20 October

FREE BUS

Isle of Axholme Running Day & Rally

visiting vehicles and motorbus tours of the local area

Saturday 2 November

Twilight Running (Open 11.30am - 6pm)

with atmospheric trolleybus operation after dusk



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

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:
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