

25 Years of

# Sandtoft Scene

April 2012  
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ACCREDITED  
MUSEUM

News and Views from  
The Trolleybus Museum at Sandtoft



**Sandtoft Transport Centre Limited**  
The Trolleybus Museum, Belton Road, Sandtoft,  
Doncaster, North Lincolnshire, DN8 5SX  
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Contributions and 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.

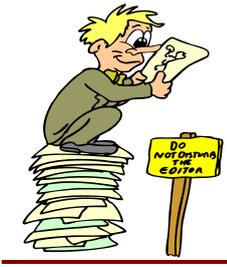
**FRONT COVER PICTURE:** Sandtoft Scene first appeared 25 years ago this month: Maidstone 72 is seen in Sandtoft Square in Summer 1987 when it became the Museum's first illuminated trolleybus. Behind is Reading 193 and Maidstone 56

*Photo: the late Mike Dare, courtesy BTS Library*

Our Vision Statement is

**To be nationally acknowledged as the  
Museum of the Trolleybus and to  
entertain, educate and give excellent  
value and service to our visitors.**

and portrays exactly why The Museum exists and how the Company and The Museum should be run. All considerations, decisions, directives, policies, processes and actions of the Directors and the Members must be focused to meet this end.



## FROM THE EDITOR

By a strange quirk of timing, I seem to be stepping into the rôle of editing *Sandtoft Scene* exactly 25 years since the first issue appeared back in April 1987. Anniversaries always generate a certain amount of reflection and nostalgia, so we are revisiting a few highlights of 'Scene's own history later on in this issue.

More important, as a long-standing admirer of the magazine myself, I wanted to add my thanks to our retiring editor David Needham, who has done so much over the past seven years to improve its content and keep members well-informed of happenings at the Museum. High standards always make for a difficult act to follow, which partly explains my hesitation before taking on the job. Also, my own editing skills are very rusty, not having done anything like this since editing the BTA's *Trackless* for a while back in the 1970s. Thankfully, the production technology has changed dramatically from those days: editors don't have to hammer a typewriter to cut wax stencils any more or get inky-black fingers using an antique duplicating machine.

Living over 200 miles from Sandtoft means that I am not on site too often, and this presents challenges as the editor needs to keep abreast of what's going on. So I'll be relying heavily on a small team of site regulars to be my eyes and ears when it comes to gathering news.

*Sandtoft Scene* is, of course, **your** magazine, and we need a good flow of contributions to keep it thriving. I know magazine editors always make this point (and often complain bitterly about shortages of material), but - on the credit side - my getting started has been made easier thanks to an adequate supply of articles. I don't take that for granted and it's largely due to David's work behind the scenes, encouraging authors to keep contributing and balancing the incoming material between the next edition and those beyond.

Finally, as tribal loyalties are part of Sandtoft's heritage, my aim is to preserve a good balance of topics across the trolleybus systems represented there. As a Bradfordian-in-exile who has hardly contributed anything to 'Scene over the years, I should not be complaining about the lack of Bradford-related items appearing in the magazine, so, at risk of behaving like a biased editor, I might just feel inclined to remedy the omission. However, in the year marking the centenary of the first trolleybus to run in Rotherham, *At the Bus Stop* this time features Rotherham 37. And, as proof of no editorial bias whatever, I'm even including a substantial article about a single-deck, foreign-built vehicle that's powered by diesel fuel.

*John Stainforth*

**Please note: the news deadline for the next edition of *Sandtoft Scene* is  
22 June 2012**

## DIRECTOR'S SPOT

..... from Graham Bilbé, Chairman:

HM Queen Elizabeth II's Diamond Jubilee brings into perspective the monumental changes that have taken place in the UK during the last 60 years. At the start of her reign (1952, to save you the maths) trolleybuses were the backbone of many public transport operations on the streets of Britain and many of the British Colonies. Sadly, the rot (popularly referred to as "progress") soon set in, with several systems turning off the power by 1960. The Brave New Decade heralded a great new era of modernisation, sweeping away many of those "out-dated pre-war ideals" in favour of motoring for the masses, with plentiful oil supplies. The pace of abandonments increased, and once London had gone (May 1962) the remaining outposts gradually fell like dominoes until Bradford was the "last man standing" in 1972. Consequently we have three major anniversaries to commemorate this year:

- 60 years of Her Gracious Majesty
- 50 years since the demise of London's trolleybuses
- 40 years since the very last operation of trolleybuses on British streets - in Bradford

and there are two others worthy of mention:

- Sandtoft's own 40th Anniversary of operation from the overhead
- The Centenary of Rotherham's first tracklesses, only a year behind Bradford and Leeds !

If you were present at any of these events - sorry - it shows that you're getting old ! But, I hope, not beyond coming to celebrate these significant anniversaries with us: if you didn't witness them personally, we hope that we shall recapture a little of the flavour in "Sandtoft Style".

Of course, many other things have changed in the 60 years of the Queen's reign, both in the UK and world-wide. One example is the great municipal pride which flourished in late Victorian and Edwardian years, and, to a slightly reduced extent, between the wars. The colossal pride is evident in those early tramway photos, with pristine new trams emblazoned *Xyz Corporation Tramways* along the sides, crowned by the city or borough's coat-of-arms, and the staff, impeccably dressed in their uniforms, with boots, badges and buttons polished up to the nines ! The municipal transport undertaking was truly a force to be reckoned with right through from around 1900 to the late 1960s, when the formation of Passenger Transport Executives in major conurbations wiped out many of those fine operations. However, where through operations were warranted between neighbouring towns, the operators had often recognised the need and catered for it - for example the joint Manchester and Ashton services which we shall recall at the Museum early in the season.

Through the 'seventies many municipal operators struggled in the face of competition from private cars. Then, in the 'eighties, the Thatcherite call to "privatise everything" (well, almost) saw the demise of many more. The handful that remain bravely soldier on as "arms-length" companies, but there

are few indeed that still sport their municipal coat-of-arms. Consequently, our major event in early June will emphasise the fine collection of municipal liveries and heraldry displayed on the Museum's collection, when we will be operating vehicles from as many different fleets as we can and, we hope, displaying many others, along with items of uniforms which often included civic crests and the like. We are also pursuing another great municipal (and Sandtoft) tradition, with Huddersfield 631 as our decorated trolleybus for the Queen's Diamond Jubilee. We hope she will be "amused" ....

Please come to the Museum and support these special events, either as a visitor (bring family and friends !) or even better as a volunteer... The more that can come and help - even just for an hour or two - can give the "regulars" a break and make the whole day more enjoyable for all. It's best if you can tell us in advance when you're coming to help: please email Tony Ferris or myself (details on page 2) or call me on 0118 966 5983 and we'll try to find you a suitable job !

Well, there's one thing that hasn't changed in the last 40+ years - the cry ....  
**"See you at Sandtoft !"**

I must finish with a special word of thanks to Dave Needham, who took on the mantle of editing *Sandtoft Scene* several years ago and made a splendid job of it. In particular, his efforts to persuade early preservation activists to put on record their version of "The Route to Sandtoft" have been widely appreciated, and will form an even more valuable record of the Museum's origins as time passes ever onwards. Dave, of course, continues as our Membership Secretary, so most of us will continue to be in touch with him at least once a year. Well done, Dave.

It is also my pleasure to welcome John Stainforth to the Editor's seat. The Board is most grateful to John for agreeing to take on this crucial task for the Museum. I feel sure that as a dedicated trolleybus man from Bradford (originally) John will be a worthy successor to Dave, and will no doubt bring some new ideas to complement the best of the "old" ones. I hope you will all support John in his task - if you have something interesting to tell, of trolleybuses or other relevance to the Museum, why not write it down and send it in? You don't have to be a great author, but if you have a photo or two to accompany your tale, even better. It doesn't have to run to pages and pages - little articles sometimes fit in a suitable space, and of course, the longer ones can always be serialised. I do know that John is determined to keep 'Scene to a proper, regular schedule in future, so the more items he has to choose from the easier that task will be - but don't be disappointed if your "piece" doesn't appear in the immediate next issue. So, let's hear your childhood recollections of trolleybuses, preservation endeavours or technical tips, tales of outings abroad, how to restore lawnmowers or whatever !

## REMINDER

**The 'Gathering is earlier than usual this year: it is on 14/ 15 July. Please spread the word - and please come and help !**

## AT THE BUS STOP - ROTHERHAM 37

Rotherham 37 is one of Sandtoft's fleet of regular runners, having returned to service in 2006 after a long restoration project carried out by the Rotherham 37 Group. Originally a single-deck vehicle (numbered 17 in the fleet) built in 1950, this Daimler CTE6 was re-bodied by Roe as a 70-seat double decker in 1956. Rotherham 37 was



Rotherham 37 seen travelling in a bustling All Saints' Square  
*Photographer unknown*

one of the last trolleybuses to run in the town - on the day after the public closure in October 1965. Preserved following the closure, 37 was kept at Plumtree and Sheffield before coming to Sandtoft. Sister trolleybus 44, the last on the system, remains in store at Sandtoft.

### Testing Times for 37

**Mike Johnson**

It is very rewarding for us all to see 37 travelling around Sandtoft with a complement of passengers, reminiscing about the days of trackless traction. Currently 37 is the only trolleybus with a Daimler chassis in operation, and a great deal goes on behind the scenes to keep it in good running order and presentable for service.

Major maintenance work is undertaken by Brian Maguire and John Crossley, without whose earlier restoration efforts 37 would not be running at all. Others tackle the lighter maintenance, such as wiping ceilings, cleaning the internal and external paintwork, leather-feeding the seats, sweeping out and damp mopping. In addition, 37 has a major fitness test once a year to ensure safe and reliable operation.

In preparation for service, the charging of both batteries is essential, especially if 37 has not operated for a while. This charging ensures the horn and bells to sound and the dewirement indicator to work, the horn being the most draining on battery reserves. This equipment must all be working before leaving the Sandtoft depot, as a silent trackless vehicle with no horn or bells is neither safe nor convincing and the driver must know if the booms come off the wires !



A day in service begins with an earth leakage test before being permitted to load

One of 37's batteries, located under a front seat being charged *Photo: Mike Johnson*



Rotherham 37 being earth-leakage tested. Note the hanging bamboo pole

*Photo: Mike Johnson*

up. With breakers, pedals and booms in various configurations, readings are taken to confirm that an absolute minimum of electrical current leaks to the body of the vehicle, thus ensuring that 37 is safe for its crew and passengers.

The crews of 37 at Sandtoft always work as a team. When conducting, I have different drivers and I need to look who is driving, having now grown used to the differences in their skills.

A number of former Rotherham Corporation Transport employees have been delighted to see 37 at Sandtoft. Former drivers Bill Aston and Ken Hemphrey, also a former inspector, have all been and visited 37. Bill's recent visit on the St. Leger Day was featured in the last issue of *Sandtoft Scene*. Keith Arrowsmith, a former conductor, also had a tour and explained all about where he sat and brought us a photograph of Rotherham 44 (37's slightly

younger sister trackless) with Keith and his driver.



Above: 37, in the workshop for testing and repairs, awaits attention from Brian and John

Right: Washing and drying 37 in the Sandtoft sunshine ready for service

*Both photos: Mike Johnson*



## 37, From the Driver's Seat

**Chas Allen**

It has to be said at the outset that 37 isn't the most popular vehicle amongst the drivers at Sandtoft; few admit to enjoying the experience and fewer still volunteer to get in the "pointed end". In fact, I can think of only two: Tim Stubbs (perhaps no surprise there !) and your present scribe. Of course, such prejudices are completely irrational. I grew up on routes served by Hyde Road depot in Manchester. Leylands were the backbone of our motorbus services, but the SHMD Board often used Daimlers on its workings on the 125 limited

stop route from Glossop to Manchester, which paralleled the Crossley trolleybuses on the 210 between Hyde and the city. In the peaks, a number of venerable Crossley diesels appeared. A trip to my grandparents on the flatter south side of Manchester usually involved a journey by Crossley trolleybus and Daimler CVG6. I say usually, because they lived a short walk from the 213 trolleybus, so until 1959, an all-electric journey was a distinct possibility. When I was old enough, I got involved in bus preservation and the first serious projects involved a Crossley DD42 and a Daimler CVG6; in fact, the Daimler was the first vehicle I ever drove (on private land of course). In the days when I drove buses for a living, given the choice, I would always have a Daimler over a Leyland. So there you have it: I too have a bias, but mine is towards Daimlers.

So, what are the reasons why 37 is so disliked by all bar Tim and me ? The first is a generic feature: it is a six-wheeler. You drive a trolleybus by getting it up to the desired speed then coasting. Six-wheelers are, of course, bigger and have two differentials. The net result is that most do not coast very well. However 37 isn't really that bad: it doesn't coast as well as (say) Derby 172 or Bradford 746, but it could be much worse. If you want to drive a real lemon, try Cardiff 203 !

The other reasons are more specific to the 'bus itself, and seem to be four-fold. The first is the cab door. Being a slider, it has a higher bottom ledge than a hinged door and this makes entering the cab a task requiring a little more agility. The second reason then comes into play: with any sliding door, the height of the opening is reduced and as the bottom of the aforesaid opening is higher, this means that you have to lower your head to avoid cracking it on the top edge (this is common to all buses with this type of cab entrance). What makes 37 particularly nasty is that you have to remember to keep your head bowed until you are lowering yourself into the seat, because somebody thoughtfully decided to put the breaker switches above the driver's head. At Sandtoft, 37 is unique in this respect; on the other trolleybuses, the breakers are positioned to the vehicle's nearside, giving that bit extra headroom. One-offs tend to catch people out and hence quickly become unpopular. However, I guess there was some logic in this layout: the breakers are designed to protect the motor by blowing out when the driver is a bit heavy in his use of the power pedal. A breaker blowing out is noisy, no matter where the switch is located and will certainly wake you up ! Just imagine what that would be like right above your head. It's a very effective piece of design.

37's other foible is the design of its brake pedal, and even I have to admit this is poor. On a trolleybus, using the brake pedal cuts off power to the motor. This is a very necessary safety feature when it is possible to have your feet on both pedals at the same time. The problem is that on 37, the pedal arm emerges through the cab floor a few inches in front of the pedal and rises at a slight angle with the pedal fixed to the furthest extremity of its upper surface, instead of the more usual layout where the pedal arm is at right angles to the pedal and disappears through the boards directly underneath it.

37's layout means it is very easy to touch the pedal arm by accident and cut out the power. Nor is there anywhere to rest your right foot without twisting your leg so that it is under the seat when not needed for braking.

The last black mark is that the steering is a bit heavier than normal. This is a typical Daimler feature, but as compensation the column is comfortably raked and the heavier steering really is not that bad at all, even with a goodly load on board.

Those are 37's bad points - or rather, what are felt by some to be its bad points. In motion, it is a typical Daimler - it rides well because it is a quality product. Power take-up is smooth and acceleration through the notches may not be to Formula One standard, but is jerk-free. What is missing is that clonk and slight jerk from the transmission when you have been coasting and apply power again - a feature of most six-wheelers at low speed; as I said before, 37 does coast reasonably well. And as for that brake pedal (even if you have to be careful not to apply it when you do not want to), when you do need it, it is good - no harshness, but smooth and producing progressive deceleration, bringing the 'bus comfortably to a halt.

All the Daimlers I have driven have shared certain characteristics. The diesels were never the fastest buses (especially not when fitted with a Gardner engine), but not sluggish either. You could always tell they had that Daimler build-quality, usually with good brakes (so essential in urban service) and that solid feel: as a driver it always made me feel safe. 37 has all these qualities. If others do not like driving it, so what ? Their loss, not mine ! Now, if only Tim would get out of the cab occasionally ....

## **NEWS ROUND-UP**

*(Compiled from notes supplied by Bruce Lake, Chas Allen, Tony Ferris and Mike Johnson)*

**The Tea Trolley Café:** We are delighted to report an excellent result from the latest regular inspection of our café by the local council's environmental health team: The *Tea Trolley Café* has been awarded a Food Hygiene Rating of 5 (Very Good) the highest possible rating ! These inspections cover cleanliness, food hygiene, preparation and storage of food, washing-up and hand-washing facilities, fridges and freezers. In addition, the staff must demonstrate awareness and knowledge of food safety practices as well as general health and safety compliance. We understand that this rating exceeds that of several other café and take-away establishments in the area. In line with the nationwide scheme run by the Food Standards Agency, the awards are (surprisingly) merely referred to as "Food Hygiene Ratings" rather than "stars", but *our* café really does have five stars - Cherryll, Gill, Judy, Sam and Bernice. Congratulations, Trolley Dollies !

Recent improvements to the café itself deserve a mention. The threshold and entrance step have been levelled-out, making access much safer, and the seating area looks much smarter with new upholstery on the seat cushions.

**Working Party Weekends:** The second of the organised working weekends took place on 3/4 March. Very good progress was achieved on the Saturday but Sunday's torrential rain and sleet brought a premature end to the team

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efforts. In order to bring Teesside T291 back on site to enable work on it to be carried out, several members helped to re-shuffle vehicles both in the depot and in White's "Shed". Reading 193 is now in T291's old space there and the vehicles moved to release T291 are now fitting in much better along the left-hand side. Having the shed open gave the opportunity to place Bradford 034 (the Karrier tower wagon) inside the shed, now that it is movable again.



Bradford 034 pictured during the January working weekend after freeing the brakes



Tees-side T291 back again from storage

*Both photos: Bruce Lake*

This all proved a successful (but exhausting) operation, leaving only a few more items to be relocated in the remaining space there when time permits. Meanwhile, back in the depot, Bradford 758 was relocated and, whilst the adjoining bays were empty, the team repaired the upper wall between the depot and the electrical stores. This wall now looks much improved following the pointing.

Continuing from the January working weekend, all the molehills were removed from the "new" land, so that the grass can be cut and mole traps laid. Getting rid of the old molehills is essential to identifying exactly where they are currently tunneling !



Reading 174, Walsall 342 and Nottingham 466 temporarily enjoying the daylight outside Whites' "Shed" during the reshuffle



Currently looking more grey than blue, Bradford duo 758 and 558 both undergoing long-term restoration *Both photos: Bruce Lake*

Indoors, the lecture theatre was cleaned and the equipment checked for the new season. Improvements were made to the audio-visual system, by-passing

the computer to enable videos to be played directly, thus providing our visitors with another attraction to this part of the Museum. The prefab house also received attention (cleaning and interior decoration) and the path was re-laid.

**The Trolleyshop:** The Museum has purchased a large collection of die-cast models, mainly of trolleybuses, most of which will be sold in the *Trolleyshop*. The on-line shop (go to [www.sandtoft.org/shop](http://www.sandtoft.org/shop) ) is gradually expanding its range and now has a greater number of books and DVDs for sale.

**Museum Site News:** Our volunteers have repaired and coated the front exterior of "The Regal" building - no mean task. The new lawn-mower has arrived and has already been used to quell the grass growth (yes, it still grows in the winter !). We have obtained a quote for a pair of gates to be fitted between workshop road and the "new" field, and we also plan to surface the disabled parking section of the car park.

An effort is to be made to tidy up the workshop (again) following the accumulation of clutter from unfinished trolleybus projects, including Reading 144's compressor, St. Helens 387's resistance banks and Nottingham 466's motor. In addition there is a new paint cabinet to be sited.

## **VEHICLES REPORTS**

*(Compiled from notes supplied by Ian Wilson, Bruce Lake, Barry Coward, Brian Maguire, Geoff Welburn, Gary Wilkinson and Tony Ferris)*

**Bradford 758:** Work has continued over recent months with Steve Collins, John Whipham, Gary Wilkinson and Brian Keating all contributing. Most of the effort has been concentrated on the front of the vehicle. With the front panels removed, sections of corroded steel and rotten wooden framework have been replaced. The team has been stripping down paintwork inside the cab, revealing the original brown layer, and the cab interior is steadily being renovated. After a blitz on clearing the lower saloon of accumulated parts and materials, they made a start rubbing down the interior walls ready for priming.

**Bradford 792's** front resistance bank was taken offsite for rebuilding last year. All its corroded and broken components have been renewed or replaced. The unit was refitted on 31 March and a test run was successful.

**London 1348** has been making plenty of progress, thanks to the continuing efforts of Brian Maguire, John Crossley and team, along with Bruce Lake and Ian Metcalfe. 1348 has benefited from the workshop not being required for other projects during the winter. Following the testing of electrical equipment described in the January edition of *Sandtoft Scene*, the traction motor was removed and sent away for refurbishment. It returned on 23 March after re-dipping and baking to bring the insulation up to specification.

The bodywork repainting has been completed and a fresh coat of paint applied to the offside. New tyres have been fitted to the final pair of wheels and the rear destination boxes have been renovated. Following an inspection, the wiring to the headlamps, side lamps and rear lamps will have to be replaced. A larger-scale task will be the overhaul of the motor generator set,



Undercoat applied to the offside of 1348 .....



..... followed by a smart coat of red All photos: John Crossley



Rear blind boxes get the white paint treatment

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which is believed to have suffered from corrosion, having been out of use for over 50 years.

The need for yet more donations remains a priority, especially given the targets of this year's special events and planned launch of 1348. If you have not yet donated please consider doing so now via the web link: <http://1348.eavb.co.uk/> where you can also read the latest restoration news.

*Breaking news:* As we go to press, we learned that 1348 performed a test run under power on 3 April. See the web link above for a photograph captioned: "Moving for the first time in 51 years".

**Doncaster 55:** During the St. Leger Rally, 55 started to suffer from very bad vibration which was noticeable at speeds over about 25 mph. Investigation revealed a problem with the prop shaft which had caused some of the bolts to work loose and one had been lost altogether. A temporary repair has taken place so 55 can be moved about but cannot at the moment be used in service.

**Sheffield 1357:** Various problems with the air system, including a leaking pipe and sticking valve, prevented 1357 being used at the end of last year. These have now been repaired and the bus is serviceable again.

**Bradford 558:** All the seat frames and cushions have been removed and new seat body brackets are now being welded to the seat frame. Various repairs are being made to the frames, following the ingress of water over many years. The interior polished wooden claddings from around the windows which were removed during the restoration are being refitted temporarily, to make an assessment of their condition and the number of replacements required.

**The Wire Trailer,** as predicted last time, made an unusual expedition recently. Following the work done to make it serviceable again, it has ventured to Dudley in March to assist the Black Country Living Museum with the replacement of their trolleybus overhead, some of which was stolen last year. This work has now been successfully completed and a test run undertaken using at least one trolleybus (believed to be Wolverhampton 433). The prospects for resuming trolleybus operation there are now very good. At the time of going to press, the wire trailer was expected back with us at any time.

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## TROLLEY TOPICS

### Trolleybuses on the Web

A video clip at <http://www.youtube.com/watch?v=ERyR0OWd22k> follows the journey of the first “Diddler” trolleybuses from Twickenham to Teddington, then onto Fulwell Depot that was filmed on 16 May 1931. This “dual video” cleverly shows in parallel a modern bus videoed in March 2012, in the same locations and sequences as the “Diddler” in the 1931 film, with the current Mayor of Richmond-upon-Thames, Cllr. Clare Head featured adjacent to the sequences of the then Mayor in 1931.

Go to this link <http://www.youtube.com/embed/a7ffhtBnrT0> to see a 10-minute EU-sponsored video promoting trolleybuses as the most efficient and environmentally friendly form of passenger transport for Europe’s congested cities. The scenery and trolleybuses of Salzburg feature prominently in the introduction, followed by trolleys in six different countries and interviews with transport professionals and city officials. Other contributors include a member of the Italian national football team ! They all speak in their own languages and the video has English subtitles.

### London 50 Update

As well as the events outlined last time, an open day is to be held at Fulwell Depot on Saturday 12 May to commemorate the 50th Anniversary of the end of the trolleybus era in London and the 31 years of silent service that trolleybuses gave to the community. Three preserved London trolleybuses will be on display - 1, 1521 and 1768 - along with other classic, iconic London buses. The open day will be from 10am until 5pm. Location: Wellington Road, Fulwell, Twickenham TW2 5NX. Admission: free.



Coming soon

What is it

and where will it be?



**The answer:**

London trolleybus 1348 at East Anglia Transport Museum, May Bank Holiday weekend and at the Trolleybus Museum at Sandtoft, August Bank Holiday weekend

## Twenty-five years of Sandtoft Scene

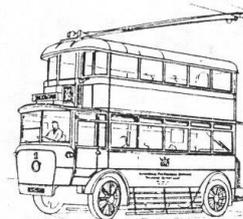
**1987** Sandtoft Scene no.1 was an 8-page magazine edited by Andrew Fieldsend and Chris Oliver. It was produced by photocopying typed pages and included small line-drawings, with a front-page logo featuring an early Railless car from Nottingham.

Among the news reported was: *"A highlight of the year should be the first illuminated trolleybus at Sandtoft. Maidstone 72 is to be the lucky vehicle".* The first *"Boxwagon Cookery"* was a recipe for fish risotto, with the editors hoping: *"... to include a quarterly recipe, for those fed up with toast flambé, or ratatouille Sandtoft-style (with real rat)."*

Prior to this first issue, Sandtoft did not have a news-sheet or magazine of its own, although the Museum's news and activities were disseminated via *Scene at Sandtoft* - a regular news bulletin appearing in the magazines of the contributing societies, authored variously by Jim Sambrooks and Brian Maguire.

# SANDTOFT SCENE

No. 1 APRIL 1987



THE SANDTOFT TRANSPORT CENTRE MAGAZINE

EDITORS: ANDREW FIELDSSEND AND CHRIS OLIVER  
31, PHIPPS CLOSE, WESTBURY, WILTS. BA13 3TL

### EDITORIAL

Welcome to the first edition of SANDTOFT SCENE, the new magazine designed to keep you in touch with developments at Sandtoft Transport Centre.

SANDTOFT SCENE is to appear quarterly, and is intended to complement Society magazines, not compete with them. Our main feature will be Scene at Sandtoft, but other Sandtoft news (e.g. dates of Trolleydays) will be included, and the editors will be pleased to receive articles on any aspects of road passenger transport preservation. Not so long ago, Sandtoft went through a phase of being a male-only preserve, but in recent years this has fortunately changed. So SANDTOFT SCENE will be as far as possible a family magazine, with 'Junior Scene' as a regular feature, and items of general interest. We hope to include a quarterly recipe, for the benefit of those fed up with toast flambé, or ratatouille 'Sandtoft Style' (with real rat).

Our first edition includes a special pull-out leaflet listing events at Sandtoft during 1987.

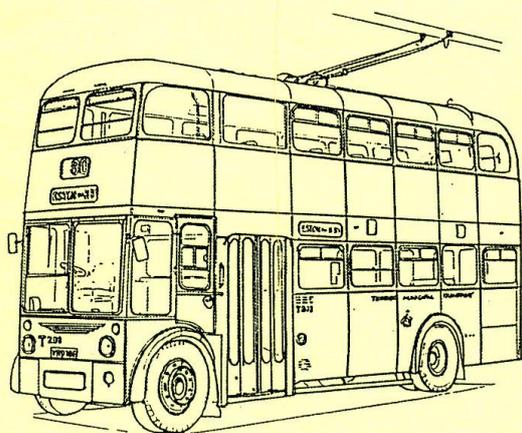
If you continue to affiliate to Sandtoft through an associated society, you should receive SANDTOFT SCENE with your society magazine. However, it is now possible to affiliate to Sandtoft directly, and we hope to include full details in the next edition of SANDTOFT SCENE.

# SANDTOFT SCENE

No. 19

JULY

1992



The Sandtoft Transport Centre Magazine

**1992** 'Scene has grown to 12 pages, Michael Barratt having just taken over as editor from John Whitehead. The magazine was still photocopied and had a large line drawing by Bob Ashton on the cover.

Jim Sambrooks wrote: *"... I have saved the best news to last. The mercury arc rectifier was connected up to the overhead in time for Easter running. I am happy to report that the glass bowl did not explode. Bradford 834, driven by Andy Feather, had the honour of being the first trolleybus to operate under the new power supply. It is now possible to operate more than one trolleybus on the circuit at the same time."*

On the down side (contrast this issue's *News Round-up* item!) was the cafeteria closure following a health inspection by the district council. No rats were found, but recent legislation had made the criteria higher, and the capital spending required to meet them was unaffordable.

## Twenty-five years of Sandtoft Scene

**1997** Now a 20-page publication edited by Dave Shepherd and using desk-top publishing technology, photographs are regularly included. The cover features a monochrome image of Grimsby "RT" no.81 undergoing restoration.

Dave's editorial tells us that: *"Andy Thornton, despite his firm stand on the local rat population last year, has a soft spot for its tree-dwelling cousin. Hidden behind the master controller of Nottingham 493 was a handful of acorns clearly forgotten by a member of the local squirrel population. As they haven't been collected by their rightful owner, they could now be described as Andy Thornton's Nuts."*

More seriously, pressure on the limited available depot space was becoming a very contentious issue for the owners of those vehicles being relocated outside.

And, with 'Scene becoming larger and more complex, Dave reminds us that each edition normally takes around 80 hours to produce.

# SANDTOFT SCENE

ISSUE No.37      SPRING 1997



THE JOURNAL OF SANDTOFT  
TRANSPORT CENTRE

# SANDTOFT SCENE

ISSUE No.52

FEBRUARY 2002



THE JOURNAL OF  
SANDTOFT TRANSPORT CENTRE LIMITED

**2002** Still 20 pages but transformed inside by smarter formatting styles and colour photographs, 'Scene no.52 sports a cover picture of Bournemouth 99. Dave Shepherd's workload is shared with Francis Whitehead, now responsible for typesetting and layout using the latest IT, and handling the printing, assembly and despatch.

This edition announces: *"... the arrival at Sandtoft of an extremely rare (and, as yet, still precisely unidentified) Bradford single-deck trolleybus."* It also reports the discovery and preparation for rescue of a Hastings single-decker: *"... built into the structure of a bungalow - a major find whose existence was unknown in the preservation movement, posing the question: Are there any more to be found?"*

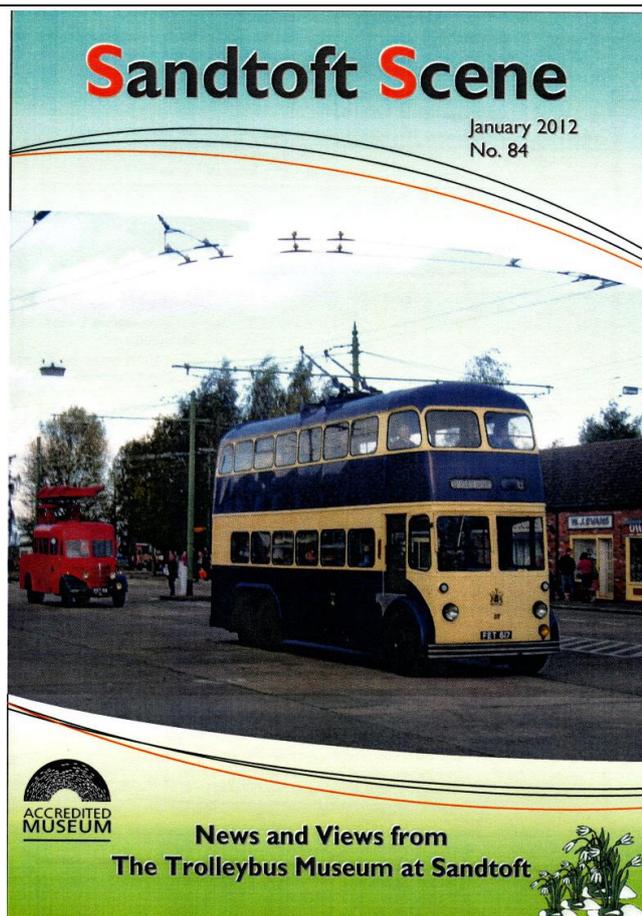
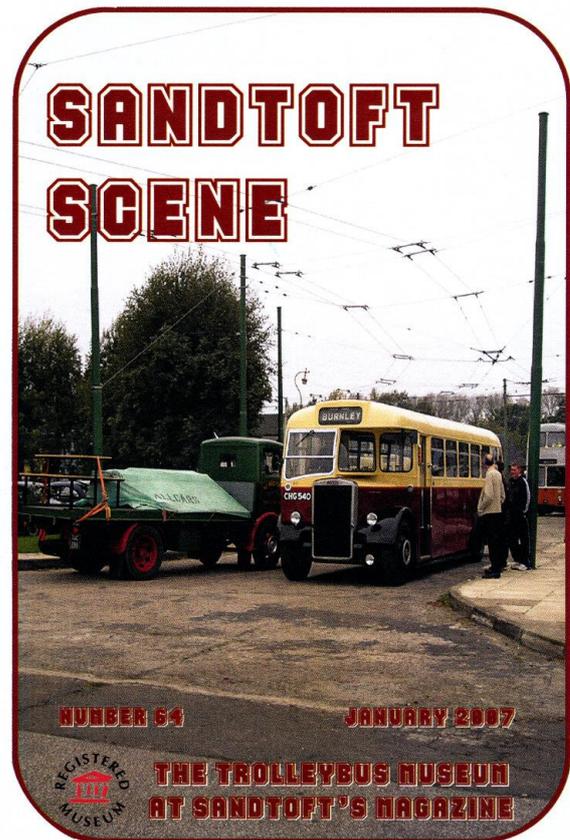
Plans are underway to decorate Maidstone 72 for HM the Queen's Golden Jubilee.

## Twenty-five years of Sandtoft Scene

**2007** The cover of 'Scene no.64 depicts visiting vehicles at the 2006 St. Leger Rally. David Needham is now the editor, and the structure of the magazine - now a bumper 28 pages - follows a well-established pattern and layout.

Reporting progress on the Museum Development Appeal, the Financial Director announces: *"The big news is that we are now in a position to make a first payment for the additional land ! This purchase signifies a new era in Sandtoft's fortunes. It is the moment we have all been wanting for a long time now, and have been able to achieve this entirely through our own efforts "*

This issue also contained emotional tributes to Tony Peart, one of Sandtoft's best-loved supporters, reminding us of the spirit of community that has grown up within the Museum over so many years.



**2012** The stylish new cover design introduced with 'Scene no.77 has proved very successful. The photo here shows Rotherham 37 and tower wagon FET 185 reunited at the St. Leger Rally.

Inside, *The Route to Sandtoft* continues to chronicle the early days of preservation, and the AGM report reflects discussions about the future development of the Museum and the possibility of buying more land. Progress is documented on two major restoration projects: London 1348 and Rotherham 73.

The preparation and production of 'Scene continues to be a 100% volunteer effort, despite the growth of printing and distribution work resulting from the steady increase in membership. 'Scene no.84 marked a new milestone: exactly 400 copies were mailed out to a world-wide community that includes readers in the USA, Australia, South America, Germany and the Netherlands.



A variety of trolley coaches parked in front of the museum's garage

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As curator of the trolley coach collection at the Illinois Railway Museum, the largest preserved collection of trolley coaches in North America, I feel a special bond with the Trolleybus Museum at Sandtoft, home of the largest collection in the world.

My first visit to Sandtoft took place on 24 June 2007 (documented in *Sandtoft Scene* 67) and after spending a fantastic day there, I promised myself that I would pay a return visit. My assistant superintendent, Richard Schauer was intimately involved in the acquisition of Edmonton BBC trolley coaches for several museums, including Sandtoft, so it didn't take a lot of convincing for him to accompany me for this visit.

We spent the entire weekend of 14-15 May 2011 exploring every corner of your Museum. Of course, we were interested in looking over Edmonton 189, but honestly, we could see one of those at home ! Most of the time was spent riding and photographing your incredible collection, over two and a half times the size of ours. Bruce Lake was our primary contact. He and Cherryll were fantastic hosts. Absolutely everyone we met was so welcoming and willing to take extra time to show us around and engage in discussion about your coaches.

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1930-built Chicago Surface Lines Brill-American no.84



Chicago Marmon-Harrington no.9553 and Green Hornet Streetcar 4391

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We enjoyed discovering the similarities in our collections and were fascinated by the differences as well. The biggest difference is that your Museum's focus is on trolleybuses. Being the Illinois *Railway* Museum, obviously rail equipment is our main focus. We are one department in a larger community. Another big difference is that your route is circular while ours is point to point. The ride we offer our visitors is 4/10 of a mile long. We have a loop at one end and are currently using a "Y" at the other end. We recently constructed a loop for the other end and are in the process of setting poles and stringing wire. Once complete, we will be able to offer uninterrupted rides and another mode of transportation around our museum grounds for our visitors.



Chicago "Queen Mary" no.9763, an articulated Fageol-Twin of 1948



Des Moines Brill no.239 and Dayton Flyer no.906

Among the coaches in our collection is the second oldest operating trolleybus in the world. Chicago Surface Lines no.84 was built by Brill-American in 1930. We also have five other Chicago coaches: two 1937 Brills, two 1951 Marmon-Herringtons (in fact the last two to operate in Chicago), and an articulated Fageol-Twin coach from 1948, the "Queen Mary". Other significant coaches include the last trolley coach to operate in Cleveland (CTS 874), the only surviving trolley coach from Des Moines (DMRy 239), the only surviving Fageol-Twin from San Francisco (SF 614), the only preserved Seattle M-A-N articulated (KCT 4020), and other coaches from Seattle, Vancouver, Toronto, Milwaukee, Dayton, and Edmonton. Totalled up, we currently have 20 coaches.



Edmonton BBC 181: a close relative of Sandtoft's Edmonton 189



Milwaukee Marmon Herrington 441

Our latest project is a unique trade agreement with another museum here in the US, Orange Empire: we restore the only remaining Los Angeles trolley coach in the world, which they own, and we would receive four coaches from their collection. Those four coaches are historically significant and in good-to-excellent condition. It is a pretty ambitious undertaking, but we think the rewards are well worth the effort.

We normally schedule four service days per season. However, it is not unusual to see a trolley coach out providing service on other days throughout the season (April – October). As with any volunteer organisation, resources are spread thin. We are constantly juggling keeping the operating fleet running, doing restoration work, providing service, as well as other responsibilities that we have in other areas of the museum (Richard is a museum Director and I am the Managing Editor of the museum's newsletter/magazine *Rail & Wire*). We do have a dedicated group of department volunteers who come out throughout the year and work. Their help and support is greatly appreciated.

Since my visit in 2007 I have been a member of the Trolleybus Museum at Sandtoft and am happy to continue to support your efforts. I am amazed by the size and scope of your collection. Should you ever get to the Chicago area, please try to visit the Illinois Railway Museum. Stop into the Trolley Bus Garage to say "hello" and we'll happily give you a close-up tour of our collection.

## **UPDATE ON RENAULT PR100**

**Bruce Lake**

*(with all accompanying photographs by the author)*

Earlier, in issues 78 and 79, *Sandtoft Scene* told the story of my acquisition of 100, a unique Renault PR100.2 motorbus. At that time, I was just pleased to get it through its first MoT and get it on the road. It first ran "in service" in July 2009, when it did some Isle Tours in mid-July and then helped at the 'Gathering of that year too.

It ran very well, and I was confident enough to also use it to do the free bus service in Huddersfield between the town centre and Holmfirth for the Huddersfield



100 boarding its first Sandtoft passengers in mid-July 2009.

Railway Modellers annual model exhibition at the end of October, a total of some 280 miles in four days. Fortunately it passed its MoT again the following July, although the brakes were still an issue, but not a fail. Several years outside, however, were taking their toll on the paintwork and it was looking a bit tatty to say the least. This wasn't helped by the fact that I had peeled the side adverts off and they had taken some paint with them, I had

also done some patching up and filling at the back which was only really temporary. I had promised myself that when it passed its third test I would do something about all that. Unfortunately, getting it passed a third time again proved expensive. There was a bit more chassis rot to deal with, but more of a problem was the exhaust rear silencer. I had fixed this up the previous year as it had developed a few holes. The usual thin aluminium sheet and exhaust paste had got it through on that occasion, but it was



100, outside Huddersfield's famous station while boarding passengers for the 2009 Holmfirth shuttle service with Harold Wilson looking on

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much worse this time and obviously life expired. In addition, the half-circle of pipe that fed it from the engine was also full of holes. APS, next door to the Museum, undertook the chassis welding, and also said they could find a silencer to fit as they deal with lots of lorries. Then they hit the same problem as before - no-one could understand what the bus is, as this prototype doesn't seem to be recorded anywhere ! They started talking about getting a silencer made, which was a blow; this became a bigger blow when they told me they could only get it done in stainless steel ! I went ahead though, as they had had it in their yard for several weeks already and there was little point in not sorting out such a "minor" job in order to get it passed again. Unfortunately, this "minor" job plus the welding and increased VAT rate resulted in a bill which was almost exactly three times what I paid for the bus in the first place ! Still, a stainless steel exhaust should now last longer than anything else on the bus - and it did pass !

Having got it through its test again, thoughts returned to repainting. I had been considering what to do in this respect for some time. I had several possibilities on who was going to do it (as I am not a skilled painter by any means), but most of them involved taking 100 elsewhere (the furthest was Huddersfield) and obviously none of these were very convenient - or cheap either for that matter. Happily, I know Peter Malone, who used to be a painter at Chas. H. Roe of Leeds, and who then became the chief painter at Crich for many years. Now in semi-retirement, he did agree to doing the job at Sandtoft on an ad-hoc basis as and when I and/ or undercover space was available to do it. This seemed like a much better option as I would be able to help with the grafting work of preparation and other general assistance. Thus, we made a start on the preparation in August 2011.

I had also been thinking long and hard about what livery it should be repainted in. Hornsby's livery of grey and blue isn't very exciting, and is completely un-trolleybus related, of course; indeed, Hornsby's bus livery went through several evolutions, as I now have pictures of at least four of them. I considered Marseille livery so that it would look like 202, but decided that mainly white

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wasn't that exciting either. Meanwhile, as it was now on the road, several people had contacted me and supplied pictures of 100 in previous lives. It started off in demonstrator livery, but this was generally white as well, with some complicated and difficult to apply blue flashes in different shades. It had been placed in several towns as a demonstrator, and I got quite excited to learn that it went to Halifax for a spell, as I thought it would look wonderful in their green, cream and orange ! I was disappointed to find that it had retained its white demonstrator livery during that time. There was one other option, however, and this entails filling you in with what happened to the fifth PR100 to hit these shores. You may recall that three went to Luton Airport for airside duties, and these, I discovered from photographs (again sent to me), hadn't been two-door models, but, in fact, had been three-door - the third door being on the offside (and their blue and white, completely un-trolleybus related livery didn't do anything for me either). The fifth one was actually purchased by East London Buses, presumably following the trials with mine, as it was registered a year later, in 1989. (It was subsequently sold to Parfitts of Wales in 1993 and then bought by Hornsby's in 1994). Several photographs of this vehicle in London red materialised during late 2010 and early 2011: perhaps this would be a possibility ? The more I thought about it, the more I liked it: London is always popular, red is a great colour anyway, mine did operate there for London Buses, and I had pictures of how the livery had been applied to an actual PR100.

Therefore, Pete and I decided on the red with grey skirt of East London Buses and ordered the paint from Howard, our regular paint supplier, having selected the closest matches we could from their range. In the interim, we studied all the available photographs of the London PR100: the biggest puzzle was how high up the bus the grey skirt came. Now, London Buses naturally took all sorts of vehicles, and the skirt is different on every one as they use a convenient break to paint up to (for example, a beading line). Confusingly, the beading line on my bus was different to the London example: indeed, it was different to what it had been in the demonstrator photographs ! Hornsby's must have replaced the bottom of the panels and re-beaded it in a different place. We concluded that the beading line would be too high to paint up to and would just look wrong. Despite the extra effort required in masking off, we decided on a suitable height. We also identified a number of other differences between the London one and mine, and had to compromise in a few places.

As for the preparation, I was unprepared (!) for how long it would take. As a professional painter, Pete wanted to make a really good job of it. Of course, I did too, as it isn't going to get painted that often ! However, despite trip after trip to Sandtoft it was a slow job. It was into October before Pete applied any undercoat at all, but then, after a few more trips, we could see what it was going to look like. Meanwhile, I was doing a number of repair jobs - several rivets had given way, resulting in slightly loose panels, so I sorted all those for example. Rot on the back end was still a problem - the "boot" lid was badly corroded at the bottom left-hand side, and the uprights past the rear window were the same (I had filled these the previous year as a stop-gap measure as

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noted above). Several people suggested that these should be plated over as more filler wasn't going to be satisfactory. With the idea that this needed to be a good job this time, I set about making a plate for the boot corner. This turned out very well and is hardly noticeable, especially compared to the rest of the body where Hornsby's had done the same in several other places. Buoyed by this success, and armed with some off-cuts of aluminium sheet from Geoff Welburn, I tackled the complex back corners. After a lot of effort, these also turned out very well. I also needed some new parts; the door brushes had worn to nothing, the flasher repeaters were different on each side, there was a broken vent on the roof and I wanted to replace the centres on the rear wheels which were in evidence in London. A trip to the famous bus scrapyards in Barnsley sorted some of these.

I was also put in charge of panel/beading joint sealing. Pete did all the "proper" filling and rubbing down, but I did the sealing between panels and beading etc.: this was to stop water getting into any joints and also to give a nice radius for the subsequent paint layer. Later, Pete entrusted me with painting the wheel hubs, which needed a lot of cleaning before several layers of undercoat and top coat. Pete, himself, did all the main surfaces in both undercoat and top coat to ensure a smooth and consistent finish. It looked like it was going to come out well, and did appear to be a completely different bus !

By mid-October, most of the top coat



Stripped naked of its Hornsby vinyls and with some of Pete's copious filling in evidence



One of the back corners plated over and plenty more smoothing filler plus primer



The first red (undercoat) was on the roof ...



... and then on the nearside. The grey undercoat had also been applied to the skirt



The first outing with a significant amount of top coat applied was to turn it round to paint the front



The front gets masked up and receives its red and grey



Vinyls applied, including the famous barge logo



Job almost done ! RN100 outside in the sunshine, a couple of days prior to going to Huddersfield

had been applied: I should say that, apart from a small number of days, we were very lucky to have pretty reasonable weather during the autumn, otherwise painting would have been impractical. I had hoped that 100 would have been ready for the St. Leger event, but that was not to be. The next deadline was 29 October 2011, as I had arranged some months previously to do the free bus service in Huddersfield again as per 2009. Meanwhile, I was preparing the vinyls at the coach firm that I work for, who fortuitously had the facilities for making their own (single-coloured) vinyls. I decided to fleet number it RN100, as I have been calling it 100 for some time. The original one was RN1 (the first of potentially many that didn't happen) - RN is for Renault chassis/ Northern Counties body as per London's numbering scheme. I did the artwork for all the lettering by scaling from photographs: luckily, they were all single colours, mainly white. That is, except for the London roundels. These were three different colours and I was facing having to do three layers on the works equipment which would have made for a thick result. I had explored the internet for a good picture of one of these, as those pictured on the sides of buses were never square on or particularly clear. In doing so, I discovered a chap had sold some a few months earlier on eBay ! I wrote to him on the off-chance he had some more. He had ! I soon acquired some at £1 each + postage - a bargain ! That left me with the Thames Barges, which were the logo of East London Buses.

I hoped I would be able to import a graphic to the works computer, but this proved not to be the case. I couldn't manage without them, as they were a significant part of the lettering, so I resorted to making them by hand. Luckily, I do a lot of detailed work while modelling, so they came out very well. We applied all the vinyls less than a week before its appointment in Huddersfield. Again, we had to decide how this particular PR100 would have been lettered up, especially as I didn't want adverts along the sides, and we hadn't a single picture of the back. We also had to procure some tyre/ rubber paint to do the rubber wheel arches, as they were pretty scruffy; we did the window rubbers with this too, both of which smartened it up considerably. There were some black paint details to do as well, such as the insides of the doors and the "wing" mirrors.

Pete did the last of the paintwork on 26 October. It looked fantastic!! When I collected 100 for its trip to Huddersfield on Friday 28 October, I still had to spend a couple of hours touching in black paint and finishing the window rubbers - that was a close thing !

I was very proud of the job we had done (mainly Pete I have to say !) and the weekend in Huddersfield went



RN100 with Huddersfield 30843, still in 125th Anniversary livery from 2008 !



In the gathering gloom alongside Huddersfield Town Hall after completing the shuttle service for the weekend on 30 October 2011



Outside the iconic Barnsley Town Hall on its way home on the Monday

very well. Several photographers fell off the pavement in surprise at the sight of this unfamiliar East London bus appearing in Yorkshire! A few of them knew of its demonstrator and Hornsby connections; one of them must have submitted a short piece to *Buses Magazine*, as it appeared in the December 2011 issue. I am now looking forward to using it in its new guise in 2012 !

## TROLLEYBUS ANNIVERSARIES

Compiled by Geoff Welburn

### April to June 2012

#### Systems Opened

- 85 years since Nottingham opened on 10 April 1927
- 85 years since Chesterfield opened on 23 May 1927

#### Systems Closed

- 50 years since London closed on 8 May 1962
- 45 years since Maidstone closed on 15 April 1967
- 45 years since Glasgow closed on 27 May 1967



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Right: London's last trolleybus (no.1521), nudges its way through huge crowds and into Fulwell Depot on the night of Tuesday, 8 May 1962      *Photograph: Tony Belton*

## DEAR 'SCENE

### *Dear 'Scene*

You may have read in this magazine that I had my Renault bus painted at the end of last year. I purchased a tin of tyre black to freshen up all the external rubber, of which there is more than the usual amount, the flexible wheel arches being the main extra. Unfortunately we overestimated the quantity required and the tin supplied was bigger than requested, so I now have a lot of tyre black left over, and I'm prepared to black anyone's tyres (at Sandtoft) for them for a small fee. This will be £5 for a two-axle vehicle (outside tyres only) or £7.50 for a 3-axle. You can order this service by replying by email !

*Bruce Lake (brucelake@sandtoft.org)*

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### *Dear 'Scene*

In response to Vincent Walsh's letter in the January edition of 'Scene, I think the answer to his question about the emblems on Rotherham trolleybuses can be found on the *Rotherham Unofficial Website* which can be found at: <http://www.rotherhamunofficial.co.uk/thetown/useful/coatofarms.html>

Rotherham 37 and 44 will display the later logo and 73 will correctly display the earlier one

*Tim Stubbs (Burton upon Trent)*

Editor's note: According to a contributor to the above web page, the earlier of the two logos was carried by Rotherham's trams and buses up to 1948. Although

Vincent suggested that this image resembles a Viking longship, closer inspection shows it to depict one of Rotherham's historic bridges, with a banner containing the civic motto underneath it. According to another source "Civic Heraldry of England and Wales" ([www.civicheraldry.co.uk](http://www.civicheraldry.co.uk)) the arms were not granted to the Borough until 1947 and prior to that only unofficial devices had been used. Mike Johnson has sent further details showing two variants of the earlier logo: the first (distinctly "ship-shaped") version used on tracklesses from 1912 to 1935, with the second (taller, squarer) rendering being carried from 1935 to 1948. After that, the officially-granted coat of arms appeared on the fleet, showing two stags holding a shield displaying the same bridge. The motto "Sic virescit industria" means "Thus industry flourishes".

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Dear 'Scene

We as a family went for the first time to your Museum on Sunday 17 September 2011. We just wanted to say "Thank you". The enthusiasm and dedication from the volunteers was infectious.

We all enjoyed the wealth of things to see. The '0' gauge display was very well shown and nearly made me switch gauges from the '00' gauge I model now. The owner was very informed and didn't mind a bit answering questions, even from our six year old grandson. The model tram display was a sight we have never seen before and would like to see again. A lot of hard work could be seen that has gone into the display. Also nice to see was the "Mimic" car' display that would have taken up a lot of time and money to build up. The chap giving the commentary on the "round the villages" bus could earn a living as a comedian and was not only very funny but very knowledgeable as well.

The trolleybuses are unique. Not only did they bring happy memories for me but a new experience for our grandson who had never seen or ridden on one before. We will return and will inform our friends of this attraction that is excellent value for money.

*The Hotson Family*

*(with apologies for the delay in publishing this letter in 'Scene - a result of pressure on space in recent editions -Ed.)*

## REVIEWS

*With the recent 40th Anniversary of the final stage in the closure of the Bradford trolleybus system, it is opportune to look back to the time when the city was served by trolleybuses.*



**DVD – Bradford Centenary Weekend**

*Published by JJS Entertainment*

**£11.95**

**(UK Postage £1.00)**

*Available from the Online Trolleyshop [www.sandtoft.org/shop/](http://www.sandtoft.org/shop/)*

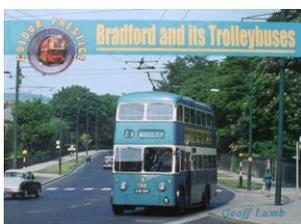
On 25 and 26 June 2011 a special event was held at Sandtoft to celebrate the centenary of the start of trolleybus services in Bradford. This video programme fully records the event and includes preparations for service, the event itself and a Centenary Tour of the Museum.

During the weekend, five preserved trolleybuses from the Bradford fleet are seen in action and take part in a ceremonial line-up. Graham Bilbé, the Museum's Chairman, introduced former Bradford Lord Mayor Councillor J. Stanley King, who, as the Museum's President, welcomed the visitors to the event. After outlining the history and aspects of the trolleybus, the President introduced special guest Mr. Alec George MacLauchlin, who has a direct family connection with the trolleybus pioneers: in 1902, his grandfather had travelled to Europe to see the early trolleybus systems and report back to Bradford Corporation, and had said that "(Bradford) can do just as well at Thornbury". To conclude the formalities and inaugurate the second century of trolleybus operation in Britain, visitors were invited to travel on the assembled trolleybuses for a ceremonial journey. The programme then features these special trips and views of the accompanying preserved Bradford tower wagon.

The filming is to JJS's usual fine standard and the variety of viewpoints for the photography is very good. However, a slight drawback is the noise of conversations of people standing near the recording equipment, which occasionally muffle some of the trolleybus sounds.

The last 8 minutes feature a "Centenary Tour" introduced by Graham Bilbé, who tells us that the oldest trolleybus operating at Sandtoft is Liège 425. This vehicle is seen in action, along with South Shields 204, both representing the 1930s, and then there is a visit to the Museum's bicycle shop to see some of the exhibits from times past. Derby trolleybus 172 then appears, representing the wartime Utility vehicles, followed by a brief visit to the post-war prefabricated bungalow. Next comes Bradford trolleybus 746, representing the post-war years when nationalisation was widespread and public transport was the norm for so many people. Graham finally mentions that in later years London Transport's decision to replace its large trolleybus system resulted in manufacturers discontinuing production of trolleybuses and equipment and, over time, all the remaining systems closed, with Bradford, the final example, ceasing operation in 1972

Doug Barrow



**BOOK – Bradford and its Trolleybuses**

*Written by Geoff Lumb*

*Published by Venture Publications (2003)*

**(Out of print)**

Geoff Lumb's book was dedicated to the memory of the Reverend Chaceley T. Humpidge, "The Apostle of the Trolleybus". A *Preamble* explains the rôle of the trolleybus, and the book's *Introduction* takes the reader through an informative and concise history of the Bradford system.

A fine selection of captioned colour photographs (the earliest colour views date from 1950) sets the scene for the following years and depict the changes from almost-traffic-free streets to the busier ones of more recent times. In addition to the Bradford-ordered trolleybuses, with their variety of body makes and types, a good selection of the "non-Bradford" ones are seen. These include one of the 8-foot wide quartet borrowed from Southend-on-Sea during 1940 and some of the 32 trolleybuses purchased from the Notts. & Derbys. company when that system

closed in 1952. Ex-Darlingtons are featured, both as single-deckers and in re-bodied double-deck form. 802, one of the pair of trolleybuses purchased from Brighton, is seen in service and again in 1963 following an accident. An unusual shot captures Hastings 21 still in its Hastings livery while undergoing preparation in Thornbury Works for service as Bradford 806. Two of the undertaking's driving school's vehicles are seen in action too.

Trolleybuses in special liveries are included: 603 and 687 commemorating the undertaking's Golden Jubilee in 1961, 764 and 769 with differing schemes to commemorate the Coronation of HM Queen Elizabeth II in 1953, and 844 "Bradford's Last Trolleybus" on the ceremonial final journey on 26 March 1972.

An interesting and well-chosen selection of photographs, and a fine souvenir of a system which served its city and population for so many years. *Doug Barrow*

(Although this book is no longer generally available, several copies were on sale from [www.amazon.co.uk](http://www.amazon.co.uk) at the time of this review - Ed.)

## RUNNING DAYS IN 2012

<b>Manchester &amp; Ashton-under-Lyne event</b>	Saturday  & Sunday 21 & 22 April
<b>May Day Bank Holiday Weekend: Six-wheel Weekend</b>	Saturday  , Sunday & Monday <b>Free Bus</b> 5 - 7 May
<b>Weekend Trolleydays</b>	Saturday  & Sunday 19 & 20 May
<b>Diamond Jubilee Weekend: Civic Heraldry Weekend (celebrating the municipal heritage of British trolleybuses)</b>	Saturday  , Sunday & Monday <b>Free Bus</b> 2 - 4 June
<b>Weekend Trolleydays</b>	Saturday  & Sunday 16 & 17 June
<b>Teddy Bears' Picnic</b>	Saturday  & Sunday <b>Free Bus</b> 30 June & 1 July
<b>Sandtoft Gathering 2012</b>	Saturday  & Sunday <b>Free Bus</b> 14 & 15 July
<b>Weekend Trolleydays</b>	Saturday  & Sunday 28 & 29 July
<b>World Wide weekend</b>	Saturday  & Sunday <b>Free Bus</b> 11 & 12 August
<b>Late Summer Bank Holiday Weekend: London Weekend</b>	Saturday  , Sunday & Monday <b>Free Bus</b> 25 - 27 August
<b>Blues &amp; Twos Weekend</b>	Saturday  & Sunday <b>Free Bus</b> 15 & 16 September
<b>Weekend Trolleydays</b>	Saturday  & Sunday <b>Free Bus</b> 29 & 30 September
<b>St. Leger Historic Vehicle Rally</b>	Sunday <b>Free Bus</b> 14 October
<b>Twilight Trolleyday</b>	Sunday 18 November
<b>Santa Weekend</b>	Saturday  & Sunday 8 & 9 December

 denotes Isle Coaches service 291 11.00am departure from Doncaster Interchange Bay C5, connects with free Museum bus at Epworth. Return at 4.10pm to connect at Epworth with Isle Coaches service 399 to Doncaster (where it arrives 5.35pm)

**Free Bus** denotes FREE bus service from Doncaster Interchange direct to The Trolleybus Museum. Departs Interchange, Bay C6, at 12.00noon. Return departs Museum at 4.00pm. (journey time approximately 40 minutes)