

# Preservation Update

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**Black Country Living Museum (328).** The museum reopened to the public on 1st August with admission being via pre-booked entry times only, to be booked online.

**Cardiff and South Wales Trolleybus Project (351).** Attention is currently focussed on 262 as given the current state of the barn building, this vehicle is more accessible. Work has concentrated on the upper deck, all windows have been measured and window rubber purchased to refit the glass. Work has also continued on stripping the paint to the ceiling.

**East Anglia Transport Museum (351).** Notts & Derby 357, the 1949 BUT 9611T with Weymann body, arrived at the museum on 25th July where it is to receive a thorough assessment of its condition prior to the commencement of a long term restoration project to return it to operational condition, which as reported in TM 351, is expected to include the installation of dual cab mounted braking controls for driver training purposes. At the time this report was compiled, it was understood that the museum was hoping to reopen at the beginning of August.

**Keighley Bus Museum (352).** As forecast in TM 352, Bradford 845 arrived at the museum on 10th June to join its sister 847. Since its arrival in May, 847 has been cleaned and repainted to restore it cosmetically and make it presentable for display.

**The Trolleybus Museum at Sandtoft (352).** St Helens 387 has been on loan to the North West Museum of Transport (NWMT) and was due to be retuned this year; however it will remain at the NWMT for the time being until stable accommodation is available at or near Sandtoft. Lyon 1704 was transferred on 10th July to the Town and Country Transport Trust at Accrington for under-cover storage. At the time this report was compiled, it was anticipated that the museum may be up and running in time for the holiday weekend of 30th-31st August.

**CZECHIA, Praha (347).** As reported in Trolleynews in TM 352, Dayton 9803, one of the Škoda 14Tr ETI vehicles, has been acquired for preservation by the Škoda-Bus Klub Plzeň - Strašice. It arrived in Praha on 15th June 2020 to be displayed at the Střešovice museum until October after which it will be transferred to the Strašice museum.

**CZECHIA, Škoda-Bus Klub Plzeň - Strašice (343).** As reported above, Dayton 9803, one of the Škoda 14Tr ETI vehicles, has been acquired by the museum but initially it has been put on



*Tees-side 5 is seen on display at the Kirkleatham Museum at Redcar on 21st July 2019 at an event to commemorate the centenary of the Tees-side Railless Traction Board which opened on 8th November 1919. No 5 is a Sunbeam F4 delivered in 1950 with an East Lancs (Bridlington) body, one of seven such trolleybuses to replace the remainder of the single-deck fleet. All seven were rebodied by Roe between 1962 and 1965 and 5 had the distinction of being the very last trolleybus body constructed in the UK for a British operator until the SYPT 2450, the experimental Dennis/Alexander vehicle appeared in 1985. B. W. Pattenden*



*Upper. Dayton 9803, a Škoda 14Tr ETI trolleybus arrived at the Praha Strěšovice on 15th June 2020 and is seen in this view in the process of being unloaded.  
O. Láská*



*Middle. As reported here, Paris 8094 one of the batch of 55 Vétra VBRh built for the French capital, is on display at the RATP museum reserve store at Villeneuve-Saint-Georges in the south-eastern Paris suburbs. This view was taken in 2015 but the vehicle is believed to be still on display.  
G. Rochereau*



*Lower. The special trips involving Esslingen Henschel 22 were reinstated on 14th June last although on the day there was heavy rain as evidenced by this view of the vehicle at the junction of Schorndorfer Strasse and Hirschlandstrasse.  
S. Schäfer*



display at the Praha Střešovice museum where it will remain until October, after which it is expected to move to Strašice.

**FRANCE, Grenoble (350).** Grenoble 616 was moved to the premises of Association Standard 216 in Pont-de-Claix, a suburb of Grenoble, on 26th June.

**FRANCE, Paris (232).** Not previously recorded in these columns is that Paris 8094, one of the batch of 55 Vétra VBRh built for Paris, is on display at the RATP museum reserve store at Villeneuve-Saint-Georges in the south-eastern Paris suburbs. Upon the closure of the Paris system in 1966, many of these vehicles were sold to Limoges for further service but 8094 is not recorded as having entered service there. Access to the store is restricted to occasional pre-announced viewing days.

**NEW ZEALAND, Foxton Museum (327).** This museum has seen little activity since the death of its founder, Ian Little, in July 2008. The New Zealand Omnibus Society has been having discussions with Ian's son, Malcolm, regarding the future of the museum. Sadly the vehicles have suffered considerable vandalism and the theft of many components and, as a result, some will have to be scrapped. It is understood that vehicles to be retained are Wellington 39, 48, 66, 88, 91, and 119; Dunedin 76 and 77; Auckland 2 (one of the Farmer's trolleybuses).

All of these will require mechanical, electrical and bodywork attention. Vehicles complete and operational are Wellington 301, 302, 303 and 384. Vehicles to be disposed of are Wellington 83, 90, 101 and 268. A significant amount of work is required to return Foxton to operational condition, initially to tidy and make the site and building secure. The overhead will have to be rebuilt as changes to the street layout have rendered the existing layout unusable. The museum is currently seeking volunteers to assist with this work.

**SOUTH AFRICA, James Hall Museum of Transport, Johannesburg (236).** The only preserved trolleybuses in South Africa are those exhibited here: Cape Town 19, Ransomes Sims & Jefferies, Weymann, RSJ of 1935; Durban 59, Leyland TTB5, Metro-Cammell, GEC of 1939; Johannesburg 600, BUT 9641T, Bus Bodies (SA), EE of 1948; Johannesburg 1649, BUT 9642T, Bus Bodies (SA), EE of 1956; Pretoria 177, Daimler CTM4, British Mining Supplies, MV of 1950.

**SPAIN, Associació d'Amics del Ferrocarril de Barcelona (293).**

Clarifying the caption to the picture of ex-Pontevedra 102 in TM 352, the vehicle was only on display at Plaza de Cataluña in Barcelona for an event. It is normally kept at the Association's premises.

## South Africa Museum Update

Roland Box

Recent research into preserved South African trolleybuses has found that eight of those reported as, or believed to have been, preserved are unlikely still to exist or were erroneously identified.

**Cape Town 127** (Sunbeam MS2/Bus Bodies (SA)/BTH of 1948) was retained by the City Tramways Company for a number of years after the system closure in 1964 but was left to deteriorate to the point where it was beyond restoration and was scrapped.

**Johannesburg 603** (BUT 9641T/Bus Bodies (SA)/EE of 1948) was reported in TM 96 as being destined for the Africana Museum in Johannesburg, which was confusing because the James Hall Museum of Transport was at that time administered as part of the Africana Museum. However, 600 was substituted as it was in better condition.

**Johannesburg 604** (BUT 9641T/Bus Bodies (SA)/EE of 1948) was offered to the London Trolleybus Preservation Society in 1976 but



*Johannesburg 1649 standing between Johannesburg 600 (on the right) and one of Cape Town's the three-axle Daimler CVG6/6 motorbuses (No. 400) in the James Hall Museum. Cape Town 19 can be glimpsed in the background. The livery on 1649 was applied in 1986 when an engineer working for the African Explosives and Chemical Industries Company persuaded his management to use the Apprentice School to rebuild a trolleybus and operate it to celebrate 50 years of trolleybus operation in Johannesburg. Photographer unknown*