



# BRITISH TROLLEYBUS SOCIETY

Registered Charity Number 1033666

## Trustees' Annual Report for the period 1 April 2023 to 31 March 2024

### Reference and administration details

**Principal address:** 8 Glan Llyn  
Llanfairpwllgwyngyll  
Isle of Anglesey  
LL61 5YX

#### **Executive Trustees**

David Chick  
Andrew Barton

Paul Dicken

Francis Whitehead

Graham Bilbé  
Helen Cross

David Hall  
Paul Weal

#### **Office**

Chairman & Portfolio Leader - Publications

Secretary & Portfolio Leader - Membership

Secretary, Portfolio Leader - Membership &  
Portfolio Leader - Education

Treasurer, Portfolio Leader - Finance & Portfolio  
Leader - Vehicles

Portfolio Leader - Engineering

Deputy Chair & Portfolio Leader - Policies,  
Development & Administration

Portfolio Leader Library, Archive & Website

Portfolio Leader - Sales

Resigned positions  
21 October 2023

Appointed Secretary  
& Membership  
Portfolio Leader w.e.f.  
22 October 2023

#### **Custodian Trustees**

David Beach  
Robert Rowe  
John Savage  
Professor Francis  
Terry

### Structure, governance and management

#### **Governing documents**

1. Constitution (dated 5 October 2013)
2. Trust Deed (under which the Charity's assets are vested in the Custodian Trustees)

#### **How the Charity is constituted**

Unincorporated association

#### **Trustee selection method**

Elected by rotation at Annual General Meetings (or, if appropriate, at an Extraordinary General Meeting)

## Objectives and activities

Summary of the objects of the charity set out in its governing document	<p>The British Trolleybus Society (BTS), originally formed in 1961 as the Reading Transport Society (RTS), was registered as a Charity by the Charity Commissioners for England and Wales on 24 February 1994.</p> <p>Its primary charitable object is to educate the public about the operation and historical interest of public service vehicles, particularly the trolleybus.</p>
Summary of the main activities undertaken for the public benefit in relation to these objects	<ul style="list-style-type: none"> <li>(a) To maintain its vehicles and restore them to their original or an authentic condition, in order to display and operate them at the Trolleybus Museum at Sandtoft in North Lincolnshire</li> <li>(b) To assist in the progress and maintenance of the Trolleybus Museum at Sandtoft</li> <li>(c) To publish a journal of the affairs of the Society</li> <li>(d) To promote general interest in the preservation of passenger transport vehicles, but particularly to encourage the restoration, maintenance and general well-being of preserved trolleybuses and trolleybus equipment</li> <li>(e) To encourage the writing and publication of histories on trolleybuses, their operating systems, and their technical equipment</li> <li>(f) To collect and maintain a library of such publications and other archival material that is relevant to trolleybuses</li> </ul>

The trustees have had regard to the Charity Commission's guidance on public benefit

## Achievements and performance

**Note:** The Society's financial year runs from 1 April to 31 March. This report on the activities of the Society covers the twelve months to 31 March 2024. As has been the practice in previous years, for continuity this report also covers those planned events that have taken place since 31 March 2024.

**AGM** The sixty-second Annual General Meeting of the Society, which considered the activities of the Society from 1 April 2021 to 31 March 2022, was held in Manchester on 21 October 2023.

**Finance:** A formal review of the Society's finances is set out below this section, with the end of year accounts presented separately as an appendix to this report.

Subscriptions increased in February 2024. Subscriptions need to cover the cost of servicing membership (i.e. the costs of printing and distributing the Society's magazines and the Society's administration costs); in addition, they make a contribution towards accommodating and maintaining its historic vehicle collection. The advance purchase of a large supply of stamps has cushioned the effect of a postal cost increase on magazine distribution since the end of the year under review. However, it will be necessary to increase subscriptions from February 2025.

The Society's Sponsortrolley scheme continues to make a substantial contribution to accommodating our historic vehicle collection and helps to build funds for restoration. Most Sponsortrolley donations also qualify for Gift Aid, making the scheme even more valuable to the Society. The Executive Committee is grateful to these generous supporters and to David Beach, who continues to administer the scheme.

**Sales:** BTS Sales now participates in the running of, and stocking, the Trolleyshop at the Trolleybus Museum at Sandtoft, making our sales stock available on all operating days there irrespective of whether BTS volunteers are available: the BTS stock in the Trolleyshop is automatically managed using the Trolleyshop's computer system.

Thanks are due to our Sales Officer, Paul Weal, for managing our overall sales activities, all of which raises

significant sums of money for the Society.

**Calendar:** An important element of our sales activities, the Society's 2024 calendar made around £600 profit for the BTS. Our thanks to Tony Belton for providing the photos and captions and for funding the printing. Another calendar has been produced for 2025.

**Monthly Prize Draw:** The Monthly Prize Draw provides funds for vehicle restoration. The proceeds from the 2023 Draw have been allocated to Bournemouth trolleybus no.301 and those from the 2024 Draw will be devoted to the restoration of Glasgow trolleybus TB78.

The organiser, Andrew Barton, is grateful to the participants for making this valuable contribution towards vehicle restoration.

**Publications:** The Society's magazines, *Trolleybus* and *Bus Fare*, are published monthly and we wish to thank the editorial and production teams (Dave Chick, Jody White, Bruce Lake, Peter Braybrooke and James Cusworth) as well as everyone who supplies news, articles and photographs, and Derek Pearson, who envelopes and posts our journals plus inserts every month, turning them round very quickly after receiving them from the printers. The Society's online *News & Events* monthly newsletter which is produced by Publicity Officer Paul Dicken is now also produced on behalf of the Bradford Trolleybus Association and the Doncaster Omnibus and Light Railway Society as well as jointly with Sandtoft Transport Centre Limited. Our thanks to Paul for this much-appreciated initiative.

**Membership:** We continue to support members and are actively canvassing lapsed members to rejoin. We have worked hard to get email addresses from all members and now only approximately 25% are not accessible by email. All emails now carry a personal salutation.

**Website and social media:** The BTS website continues to play an important role in keeping members and others interested in trolleybuses informed. Our Facebook page continues to be popular. The Executive Committee is grateful to Peter Short, who was our Webmaster until his death this year. We are grateful to Paul Dicken, who has devoted considerable time and effort to improving the website, initially in liaison with Peter Short. We are also grateful to Dave Hall and Simon Guppy who maintain the content. The decision has been taken to move the website and the member database to modern software which is easier to use for administration and members who join or renew subscriptions online.

**Trolleybooks** (the joint publication panel of the British Trolleybus Society and the National Trolleybus Association): Bob Rowe, David Mulvey and Dave Chick are the BTS Trolleybooks representatives and BTS member Roger Clark is the Trolleybooks treasurer. The next title, *London Trolleybus Operation*, was prepared for publication during 2023 and 2024 and other books are being prepared.

**Meetings:** Meetings have been held in London and Reading throughout the year.

**The Society's Collection of Historic Vehicles:** During the 2023 visitor season at the Trolleybus Museum, Reading 113, London 1812 and Huddersfield nos. 619 and 631 operated in service, with no.631 also popular at the Museum as a training vehicle for new trolleybus drivers.

Apart from operating these four trolleybuses and the associated routine maintenance and testing of them for fitness to operate, ongoing inspections reveal a range of conditional problems across different examples within the collection - a consequence of it being an ageing collection of well-used vehicles. Planning for and progress with renovations and longer-term projects has been undertaken during the year under review.

Thanks go to Graham Bilbé and Francis Whitehead for their continuing leadership of this aspect of the Society's work, to all the good BTS (and Trolleybus Museum) volunteers who spend so much time and effort cleaning the operational and static display vehicles, and the very generous members who support the Sponsortrolley scheme that enables the collection to be accommodated under-cover.

**The Trolleybus Museum at Sandtoft (TM@S):** The BTS is one of the Museum's three supporting societies and has continued to work closely with the Board of Sandtoft Transport Centre Limited.

BTS and STCL also have a Joint Working Group (JWG) to plan the Museum's expansion and development. Following the adoption of the JWG's development plan, JWG membership now includes the Bradford Trolleybus Association and Doncaster Omnibus & Light Railway Society. Considerable progress has been made with constructing the Sandtoft District Railway and the JWG recommendations for increasing the number of open days has resulted in very successful weekday opening during selected weeks in school holiday times.

Outside the scope of the JWG, the Society is now working on a project with TM@S to vastly improve exhibition interpretation at the Museum, particularly the interpretation for the trolleybuses

and trolleybus overhead.

**Burntwood:** There have been two major pieces of work carried out at *Burntwood* during the period under review:

- (a) The planned entrance upgrade: the weather couldn't have been much worse for the majority of this work. Following various delays by our contractor, work eventually started in November 2023 and from the start, ground conditions rapidly deteriorated because of continual rain. Opportunities to be able to work had to be selected to not compromise the quality of the construction, so the contract over-ran. The work was completed in July 2024. Not directly related, because of the contractor's financial status, the finishing works had to be undertaken by a different company, albeit at much the same rates. The end result very much looks the part and when the new TM@S car park is constructed, should make a fine entrance to the Trolleybus Museum.
- (b) Bungalow plumbing works: these were unplanned and became necessary following a series of frost-related burst pipes. The entire central heating radiator installation (out of use because the oil-fired boiler had previously been condemned) was removed and the water supply pipes to the various rooms were upgraded and are fully insulated; a new hot water tank with immersion heaters was also installed and a frost-damaged electric shower unit was replaced.

These two projects have been overseen by Francis Whitehead.

The Executive Committee are grateful to David Hanchett, who continues to manage the volunteer accommodation arrangements at *Burntwood* and who has redecorated the parts of the property that were affected by the plumbing alterations. Our thanks also go to Stewart David, who regularly checked the property until standing down this year, and to James Race, who has succeeded Stewart.

**BTS Archives:** The Society's archives, and in particular the extensive photographic archive, continue to be maintained by Dave Hall and are a useful source for authors of new works about trolleybuses.

### **The Future**

We look forward to the continuing support of the membership in our endeavours.

## **Financial review**

### **Policy Concerning Financial Reserves**

1. The Society is positively maintained as a going concern, adopting robust management methods to ensure that it has adequate resources to continue in operational existence for the foreseeable future.
2. The Executive Committee regularly reviews the level of the Society's financial reserves.
3. Over and above the requirement to meet in full the Society's spending commitments, the Executive Committee's policy is to maintain sufficient reserves to:
  - (a) Where appropriate, bridge any gap between the spending of funds and the receiving of income
  - (b) Cover emergency repairs and other unplanned expenditure on the Society's charitable assets and freehold property
  - (c) Satisfy the requirements of all the donors to the Society's restricted funds, and those of the providers of grants and the like

The Executive Committee considers that there are sufficient funds at year-end, in total amounting to £215,754 including the restricted funds which total £133,024, to provide adequately for planned expenditure and these contingencies.

The Executive Committee is of the view that the BTS, a charity, is a going concern and has a reasonable expectation that adequate resources are available for it to continue in operational existence for the foreseeable future.

### **Details of any funds materially in deficit**

None.

Declaration

The trustees declare that they have approved the trustees’ report above

Signed on behalf of the charity’s trustees

Signatures	-----	-----
Full Names	Paul C. Dicken	David George Chick
Position	Secretary	Chairman
		Date: 7 October 2024

The following are appended to this report:

- Appendix 1 - Financial Summary for 2023-24
- Appendix 2 – Summary of Status of the Society’s Collection of Historic Vehicles

# **BRITISH TROLLEYBUS SOCIETY**

Registered Charity Number **1033666**

**Trustees' Annual Report for the period**  
1 April 2023 to 31 March 2024

## **Appendix 1**

Receipts and Payments Accounts (2023-24) and Independent Examiner's Report  
*(Total of 4 pages)*



# British Trolleybus Society

Registered Charity No. 1033666

## Receipts and Payments Accounts

For the period 1 April 2023 to 31 March 2024

Receipts and Payments					
	Year to 31 March 2024			Year to 31 March 2023	
	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	to the nearest £
<b>Receipts</b>					
Membership subscriptions	6,116	-	-	6,116	7,652
Donations: Burntwood costs/ improvements	-	13,042	-	13,042	10,120
Donations: Vehicle sponsorship (SponsorTrolley)	-	11,334	-	11,334	10,410
Donations: Vehicle restoration	-	3,109	-	3,109	24,168
Donations: Meetings	598	-	-	598	654
Donations: Other	1,716	-	-	1,716	38,014
Gift Aid: Tax reclaims from HMRC	-	-	-	-	-
Legacies	13,571	-	-	13,571	46,203
Sales takings	3,007	636	-	3,643	6,107
Trolleybooks: BTS share of profit payments	500	-	-	500	2,002
LRTA Ukraine Calendar (for DEC)	-	-	-	-	861
Payments from STCL for trolleybus usage	752	-	-	752	771
Monthly Prize Draw Subscriptions	-	3,130	-	3,130	3,196
STCL subscriptions collected by BTS	-	1,307	-	1,307	1,385
Bank interest	1,838	-	-	1,838	34
Miscellaneous income	-	-	-	-	-
<b>Sub total</b>	<b>28,098</b>	<b>32,558</b>	<b>-</b>	<b>60,656</b>	<b>151,577</b>
<b>Asset and investment sales</b>					
None	-	-	-	-	-
<b>Sub total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total receipts</b>	<b>28,098</b>	<b>32,558</b>	<b>-</b>	<b>60,656</b>	<b>151,577</b>
<b>Payments</b>					
Magazine production and postage	9,311	-	-	9,311	9,380
Publicity	153	-	-	153	476
Legal, audit and general meeting costs	216	-	-	216	-
Burntwood: Council tax, utilities & maintenance	8,771	-	-	8,771	948
Burntwood: Improvements	-	45,407	-	45,407	-
Vehicles: Accommodation - STCL	-	7,200	-	7,200	19,200
Vehicles: Accommodation - other	-	1,155	-	1,155	1,882
Vehicles: Towing costs	-	-	-	-	1,440
Vehicles: Restoration costs	-	1,420	-	1,420	25,593
Library and archive costs	15	-	-	15	29
Exhibitions	-	1,350	-	1,350	-
Reading area meetings	374	-	-	374	608
Sales stock & associated costs (incl. insurance)	7,154	500	-	7,654	2,653
Trolleybooks (New Titles Costs)	-	-	-	-	2,500
LRTA Ukraine Calendar (for DEC)	-	861	-	861	-
Monthly Prize Draw: Expenses	-	-	-	-	-
Monthly Prize Draw: Prizes	-	1,435	-	1,435	1,710
STCL subscriptions forwarded to STCL	-	2,691	-	2,691	-
Bank, PayPal and credit card charges	125	-	-	125	125
Miscellaneous expenditure	271	-	-	271	-
<b>Sub total</b>	<b>26,390</b>	<b>62,019</b>	<b>-</b>	<b>88,409</b>	<b>66,544</b>
<b>Asset and investment</b>					
None	-	-	-	-	-
<b>Sub total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total payments</b>	<b>26,390</b>	<b>62,019</b>	<b>-</b>	<b>88,409</b>	<b>66,544</b>
<b>Year Surplus/ Deficit</b>	<b>1,708</b>	<b>-29,461</b>	<b>-</b>	<b>-27,753</b>	<b>85,033</b>
<b>Transfers between funds</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cash funds last year end</b>	<b>92,183</b>	<b>152,053</b>	<b>-</b>	<b>244,236</b>	<b>149,446</b>
<b>Cash funds this year end</b>	<b>93,891</b>	<b>122,592</b>	<b>-</b>	<b>216,483</b>	<b>234,479</b>

### Cash funds

### Other monetary assets

Investment assets

### Assets retained for the Society's use

## Liabilities

Page 2 of 3

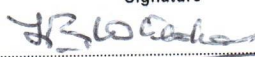
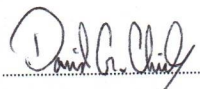


## Analysis and Statement of Restricted Funds as at 31 March 2024

	Balance as at 01-Apr-23 to nearest £	Receipts to nearest £	Payments to nearest £	Transfer Between Restricted Funds to nearest £	Balance as at 31-Mar-24 to nearest £
<b>Vehicles:</b>					
Reading Horse-drawn Tower Wagon	153	0	0		153
Mexborough & Swinton 34	43,599	2,176	0	55	45,830
Reading 47	-435	1,888	1,155		298
Bournemouth 99	4,441	802	900		4,343
South Shields 204	790	678	1,052	-60	356
Reading 113	649	680	900		429
Cardiff 203	263	620	900		-17
London 1812	809	1,270	0	150	2,229
Walsall 342	-226	600	900		-526
Manchester 1344	592	980	0		1,572
Walsall 872	970	648	900		718
Aachen 22	31,804	858	0	-90	32,572
Glasgow TB78	377	890	1,291		-25
Huddersfield 631	1,459	480	900	60	1,099
Bournemouth 301	2,772	1,072	0	86	3,930
Huddersfield 619	2,214	600	876		1,938
<b>Sub Total (Vehicle-specific funds)</b>	<b>100,795</b>	<b>14,242</b>	<b>9,774</b>	<b>201</b>	<b>105,463</b>
<b>Other Restricted Funds:</b>					
STCL membership subscriptions	1,385	1,307	2,691		0
Residual NHLF Grant (Poles Down Project)	1,725	0	0		1,725
Donations for Nominated Projects	5,000	0	0		5,000
LRTA Ukraine Calendar (for DEC)	861	0	861		0
Burntwood	20,500	13,043	45,407		-11,864
Exhibitions	10,000	0	1350		8,650
Development at TM@S	20,000	636	500		20,135
Monthly Prize Draw (2024)	0	2,756	360		2,396
Monthly Prize Draw (2023)	2,320	440	1,075	-66	1,619
<b>Total</b>	<b>115,677</b>	<b>32,423</b>	<b>62,019</b>	<b>135</b>	<b>133,124</b>

## Approval and Signatures

Approved and signed by authorised trustees on behalf of all the trustees

Signature	Print Name	Date of approval
	FRANCIS WHITEHEAD	16-SEP-2024
	DAVID CHICK	4 OCTOBER 2024

# BRITISH TROLLEYBUS SOCIETY

Registered Charity No 1033666

## Independent Examiner's Report on Accounts

Report to the Trustees / Members of - **BRITISH TROLLEYBUS SOCIETY**

On Accounts for the year ending - **31<sup>st</sup> March 2024**

Set out on Pages - **1, 2 and 3**

I report to the trustees on my examination of the accounts of the above charity ("the Trust") for the year ended 31/03/2024

### **Responsibilities and basis of the report.**

As the charity trustees of the Trust, you are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 ("the Act").

I report in respect of my examination of the Trust's accounts carried out under section 145 of the 2011 Act and in carrying out my examination I have followed the applicable Directions given by the Charity Commission under section 145(5)(b) of the Act.

### **Independent Examiners Statement**

I have completed my examination. I confirm that no material matters have come to my attention in connection with the examination which gives me cause to believe that in any material respect:

accounting records were not kept in accordance with section 10 of the Act or  
the accounts do not accord with the accounting records

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in order to enable a proper understanding of the accounts to be reached.

Signed : A D Butler

Date : 24<sup>th</sup> October 2024

Name : Alan D Butler

Relevant professional qualifications or body : N/A

Address : 62 St Michaels Road, Tilehurst, Reading, Berkshire. RG30 4RX

# **BRITISH TROLLEYBUS SOCIETY**

Registered Charity Number **1033666**

**Trustees' Annual Report for the period**  
1 April 2023 to 31 March 2024

## **Appendix 2**

Status of the Society's Collection of Historic Vehicles (as at 31-Mar-24)  
*(Total of 2 pages)*



## APPENDIX 2

### The Society's Collection of Historic Vehicles Report:

During the 2023 visitor season at the Trolleybus Museum, Reading 113, London 1812 and Huddersfield nos. 619 and 631 operated in service, with no.631 also popular at the Museum as a training vehicle for new trolleybus drivers.

Apart from operating these four trolleybuses and the associated routine maintenance and testing of them for fitness to operate, ongoing inspections reveal a range of conditional problems across different examples within the collection – a consequence of it being an ageing collection of well-used vehicles. Planning for and progress with renovations and longer-term projects during the year under review included:

- Bournemouth 99: Although considered since the year under review, the Executive Committee has agreed in principle to embark on further renovation of no.99 and to that end, the proceeds of the 2025 Monthly Prize Draw will be devoted to no.99. Investigatory work to understand the extent of the suspected bodywork structural defect under the trolley gantry is to be carried out in the coming months and a detailed work plan is to be devised, costed and resourced, with fundraising needs and opportunities followed-up.
- South Shields 204: The near-side rear wheel oil seal has had to be renewed: this work was undertaken in May 2024 and, with some remedial work also carried out to tidy up some badly-flaking window surround paintwork, no.204 subsequently passed its fitness test, to return to service in mid-June 2024. It has continued to be a reliable and popular service trolleybus.  
Several bodywork problems have been identified, however, including leaks in some parts of the matchboard and canvas roof and within the front destination screen box area, a deteriorating catwalk timber and some defective internal finishings.
- Reading 113: An air leak in the vicinity of the compressor continues to be a problem despite concerted rectification attempts: a further endeavour is planned.
- Cardiff 203: Unfortunately, other priorities and time constraints have prevented progress being made to resolve rear brake efficiency problems: it is hoped that no.203 can be prioritised in the coming months, with further investigations also being made into how to repair the suspected overload damage to the rear overhang of the chassis.
- London 1812: Early in the 2024 season, investigation into a HV problem identified the deterioration of one of no.1812's resistance banks as the cause. Whilst a remedial repair was effected, the unit clearly needs to be refurbished and it is hoped this can be carried out over the 2024-25 winter period and the trolleybus made ready for the 2025 season.
- Walsall 342: Despite ongoing requests, STCL has not yet transferred no.342 from its out-stationed storage back to TM@S. During July 2024, a BTS workgroup checked and prepared no.342 for the tow. Once at TM@S, where it has been agreed it will be put into the new depot building and out of general sight, it will be jointly inspected to determine the extent of the damage sustained at the off-site storage and mutually agree how to proceed with repairs and, possibly, continued restoration work.
- Manchester 1344: During Spring 2024, no.1344 was tested and passed as fit for service use at TM@S and has been used during the 2024 season.  
A considerable amount of work is required to the two trolley bases and booms to straighten them. It is believed that the damage occurred prior to no.1344 returning to Sandtoft after stints at EATM and BCLM. Whilst the damage does not unduly affect use of the trolleybus, it is unsightly. In liaison with TM@S, a practical way of undertaking the necessary repairs with the least down-time for the trolleybus is to be investigated.
- Walsall 872: During August 2024, the very puzzling driving fault was identified and rectified, but during a road test, a further defect – this time, first notch not engaging, occurred. Separately, work to the back brakes revealed that both near-side brake linings had worn down to the rivets and need to be replaced, quite possibly this emanating from service days in Walsall.  
The chassis and mechanical units are very badly rusted and much work will be required to clean this all off and paint. Work to commission no.872 will continue as availability of labour allows.



- Aachen 22: During September 2024, as a result of the recruitment by TM@S of a new volunteer with extensive welding experience, the Executive Continue agreed to investigate acquiring and erecting a temporary workshop building on the *Burntwood* land to facilitate a safe and usable environment for restoration work on no.22. Such a temporary workshop could be quickly provided and by the time funding for further development on *Burntwood* becomes available and construction work commences, the no.22 project could be well advanced and re-located to either the proposed STCL restoration workshop or, if necessary, to a different TM@S or *Burntwood* site for the temporary workshop.
- Glasgow TB78: As reported previously, a batch of 3-D printed replacement vent covers for both decks has been purchased, with those for the upper saloon fitted. In the lower saloon, during the current year a start has been made to prepare and repaint the ceiling and coving prior to fitting these vent covers.

It has been identified that the leather to the seating in both decks is not in good condition. Consultation with a leather refurbishment product company has resulted in the purchase of a supply of products to apply to the leather to rejuvenate it and restore it to usable condition and close to its original dark green colour. The company undertook considerable trials before making recommendations and now, BTS volunteers have made a start on deep cleaning and treating an initial batch of seat cushions. There are a lot of stages to follow and a lot of seats, but hopefully work can continue over the winter period and an outcome of a bus-full of restored seats at a most economical cost will result.

More surfaces, in the cab and the stairs/ platform area, will be suitably prepared and repainted in early 2025 and it will be necessary to renew the window rubbers all round before TB78 is then checked/ tested ready for re-entry into service.

- Huddersfield nos. 619 and 631: the front bulkheads on both decks of both trolleybuses are finished with fluted, red-coloured rubber sheeting. This rubber is now in poor condition and it is planned to replace it with new.
- Bournemouth 301: BTS member Keith Baynton has continued to work on no.301 at Hooton Park, Cheshire. After significant delays because the originally projected contractor withdrew, the window rubbers have now all been renewed. A large amount of internal refurbishment has also been undertaken and transfers (and where necessary, vinyls) have been applied inside and out. Regrettably, no.301 wasn't ready for the BTS-arranged running weekend over the August 2024 bank holiday weekend, but with just an amount of re-chroming work outstanding, its return to Sandtoft can't be far away. Having had an amount of HV equipment refurbishment/ replacement since it last ran under power, no.301 will require much electrical checking/ testing and prolonged road running to ensure it is completely fit to operate.
- Reading 47, the Society's 1935 AEC Regent motorbus remains in roadworthy condition and insured for road use in the local Reading area.

Thanks go to Graham Bilbé and Francis Whitehead for their continuing leadership of this aspect of the Society's work and to all the good BTS volunteers who spend so much time cleaning the operational and static display vehicles.