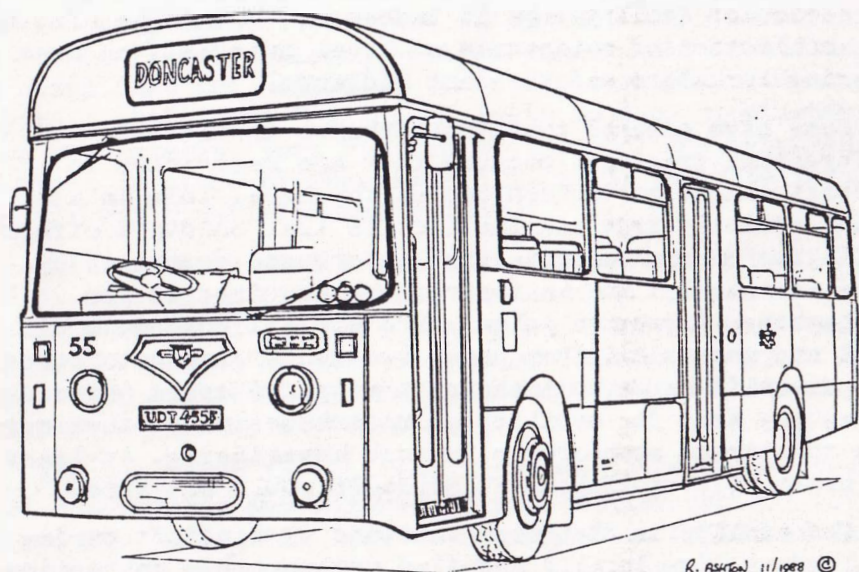


# SANDTOFT SCENE

No.8

January 1989



THE SANDTOFT TRANSPORT CENTRE MAGAZINE

Editors: Andrew Fieldsend and Chris Oliver  
70, Pickwick Avenue, Chelmsford, Essex, CM1 4UR.

## EDITORIAL

The announcement from the Financial Director that vehicle rents for the financial year 1989-90 would be held at £65 per quarter for inside vehicles and £33.40 for outside vehicles is welcome news for vehicle owners. Sandtoft accomodation represents tremendous value for money, particularly when compared to sums such as £16 per vehicle per week at Canvey Island and £20 at Mallard Road, Bournemouth. The fact that last year's rise generated hostile correspondance from certain quarters was thus surprising, and a particularly disappointing opinion of some was that motorbus rents should be used to subsidise the trolleys.

The basis for this point of view is the false assumption that Sandtoft is exclusively a trolleybus museum, when in fact Sandtoft benefits from having two roles. A national collection of trolleybuses it indeed is, but it is also home of a collection of motorbuses of local interest, an area covering Yorkshire and the East Midlands.

Some have claimed that trolleybuses should have preferential treatment because they are restricted to Sandtoft whilst motorbuses can go anywhere. This in itself is not strictly true and the fact is that Sandtoft offers trolleybus owners benefits that motorbuses do not enjoy. These are namely: the infrastructure required to run trolleybuses (traction poles, wire etc all cost money to erect and maintain), free power (we don't give motorbuses free diesel!) and a comprehensive range of spare parts. Others say that the mobility of motorbuses makes them more able to attract sponsorship through advertising. At least one owner of a trolleybus at Sandtoft would not agree.

The reality is that most visitors to Sandtoft during Trolleydays live locally and find our motorbus collection just as interesting as the trolleybuses. The motorbuses probably receive more attention from their owners than do the trolleys, most of which are simply neglected.

Without doubt, an equal rent for all full sized vehicles and a 50% reduction for outside accomodation is fair and equitable. The proof of this, if it is needed, is that Sandtoft continues to house the largest collection of trolleybuses in the country.

## scene at sandtoft

The Doncaster Day on October 16th proved a great success, attracting several visiting vehicles from Doncaster and the surrounding area. Doncaster 375, Bradford 834 (which has Doncaster connections) and Teesside T291 provided the trolleybus service. 375 also led a procession around the site which included Doncaster motorbuses 22, 33, 94, 206, 112, 122, 188 (SYPT's preserved 'trolley-Leyland'), 55 and Felix 41. Although some of these vehicles are externally rather tatty, it is encouraging to note that the entire resident Doncaster fleet is mobile.

Vehicle movements to report include the departure on 1st October of Manchester 1250, which has returned to its home city. Hopefully, we shall soon see the vehicle restored and there is a possibility that it may one day operate in Heaton Park. A surprise move is that BTA59 (not BTA35 as reported in SS no. 7) has replaced West Yorkshire SMA5 in the depot. It seems that the Dennis is to be a permanent resident at Sandtoft whilst the Bristol SU is to move to Birmingham. More predictably, York Pullman 64 (JDN668) has returned to Sandtoft in place of Doncaster 122, as it is to be Tony Peart's rally vehicle during 1989.

In accordance with a resolution approved at the 1987 A.G.M. all owners of vehicles at Sandtoft have been asked to become members of Sandtoft Transport Centre Ltd. Prospective members are reminded that they must fill in a copy of the membership application form available from contributing society membership secretaries.

Exciting news is that the Bournemouth Passenger Transport Association has offered to run Bournemouth 297 (297LJ) in service during the 1989 Gathering. This Weymann-bodied Sunbeam MF2B is to become an exhibit at the new Aston Manor Transport Museum in Birmingham. There are plans for her to run at the Black Country Museum, and to appear at the Crich Extravaganza. She would arrive at Sandtoft at least one week prior to the Gathering in order to permit full testing etc. to be carried out.

Aston Manor has been much in the news recently as the venue for Prince Charles' 40th birthday party. It is the home of Derby trolleybus 215 (ARC515), previously resident



at the Black Country Museum. Some Sandtoft members were recently involved in the tow of Belfast 168 (GZ8532), which is now also resident at Aston Manor.

The 1989 service bus contract has been offered to DOLRS and the Sheffield Transport Group. Glynn Pegg has asked us to thank him for providing buses for the station service and Isle Tours during the past two years, and this we are pleased to do. Many thousands of visitors have enjoyed these services. Glynn has chosen to remove his remaining buses from site, beginning with the Albion, KCD697. RMA52 and York Pullman 66 will have left by the end of the year.

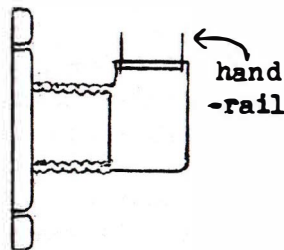
Vehicle work has been confined mainly to the usual selection of vehicles. Bradford 558 has received further attention, whilst an encouraging development has been the restarting of work on Reading tower wagon 33, which appears to be in generally sound condition. Bradford trolleybus 735 has had its tyres re-cut, and extensive repainting has taken place on Cleethorpes 54, particularly around the front and 'tween decks. The addition of strapping, beading and various fittings serve to give much of the vehicle a deceptively 'finished' appearance.

From Long Hanborough, Oxford, David Gledhill reports that bodywork restoration, both interior and exterior, of Cardiff 203 (CKG193) is almost finished. David has for sale a white plastic covered handrail which is designed to run from the rear platform around the rear of the vehicle over the stairs to finish up on the top deck. It is new but slightly damaged and the price would be small. Also available are some parts of jelly-mould light fittings in various conditions. David's address is 91 Hurst Rise Road, Oxford.

David is looking for a trolleybus type handrail bracket, something akin to the drawing opposite:

Also progressing steadily and rarely mentioned in this column is the restoration of Derby 237 (SCH237) this being a vehicle we hope to see at Sandtoft in the near future.

A major site project has been the cleaning out of the ditch behind the depot. Much of this was done during the



September Trolleyday weekend and required several 'good men' (and ladies!) to don size 11 waders. A fine effort for all concerned. Following the approval of the Future Plan by the Board several initiatives are under way on the subject of site development. The first of these to come to fruition could be the acquisition of some trolleybus traction poles from Reading. The Plan itself may eventually be published in a more professional format.

The Lindholme working party has continued its good work by marking spare tyres with their owners initials before moving them to a new location behind the depot. The workshop doors have been given two coats of yellow paint and the litter bins have been painted the same. The Trolleyshop has had a good spring clean and may be decorated during the winter months. Work has started on the wooden depot doors: burning off, sanding down and two coats of primer having been applied. A wide path has been created behind the depot and the double yellow lines in the depot have been re-done. There have been several personnel changes recently and for three weeks Dennis Pye was left on his own to cope.

The two blue Bradford tower wagons are presently parked between the depot and the workshop, although XKW833 is theoretically allocated to the workshop. EKY594 may be the next vehicle to leave site, as Ludlam Street are reported to have shown an interest in it. The green tower wagon has now been accommodated in the depot.

The DOLRS/Felix Group working week took place during October, during which the lower panels of Doncaster 55 were primed. Another flurry of vehicle restoration activity took place during the A.G.M. weekend. The offside lower-deck window pans have been refitted to Glasgow TB78 as reframing in this area is virtually complete and attention has been switched to the nearside.

The 5th A.G.M. of the Company passed off smoothly, being well chaired by Pete Goddard. Tony Peart and Bill Staniforth did not seek re-election to the Board and we thank them for their contributions over the years. Everyone is hopeful that the A.G.M. marked the start of a new period of cooperation following some difficult patches in recent times.

Preparations are well advanced for this years Sandta Special, this event having been a great success in 1987.



# BOARD REPORTS

Summary of meeting held on 16.7.88

The Board approved the Financial Director's suggestion that Mr Thornton act as Cashier on August running days. It also gave its approval to the use of SANDTOFT SCENE's printers for the printing of the financial statements for the A.G.M. The Board approved of the way in which the Financial Director had coped with the difficult situation posed by the necessity to increase the vehicle storage fees.

Matters arising from Management Committee minutes:

Mr Griffiths had supplied a copy of the disciplinary procedure for the Dean Forest Railway. A copy would be supplied to Michael Barratt.

Francis Whitehead would be asked to attend the next Board Meeting to get the covenants under way.

Other business:

The bricking around of the lecture theatre required urgent attention. Planning permission would be required. There remains a need for a toilet block for the disabled. This must be positioned where we can get drainage to it. We also need a mothers' changing-room and a childrens play-room in a permanent structure. Because of structural difficulties the lean-to between the main buildings is not to be proceeded with.

The potato sheds are in use for much of the year, so there is no possibility of our renting them.

The Board was concerned at people being away from the site for too long on Isle tours with a consequent loss of revenue. The Traffic Officer would be asked to devise a scheme for ticketing on Isle Tours so that people do not ride more than once. The tours could then be staggered, at 2.30 and 3.30 with an extra at 1.30 if available.

Tinsley Bus Museum Tram Group had asked for fittings from the Sandtoft Tram bodies for the restoration of their Cravens car. The Board was not in favour of this unless the group agreed to purchase a complete tram body.

-oOo-

Summary of meeting held on 24.9.88

The Financial Director had not agreed to a request to purchase a lawn mower as no quotations had been obtained. The Chairman agreed to make enquiries re Boothferry Council cutting the grass on site. The Board accepted Lindholme's offer to lend us their mower.

A letter had been received by the M/C Secretary asking for clarification of the Financial Director's accountancy procedures and this was noted.

The Board agreed that the Mammoth Major ought to be disposed of, but disposal must be to another museum.

Francis Whitehead joined the meeting at this point to discuss covenants. Nothing had been done since the formation of the Company and Mr Whitehead would be prepared to take on the task. He would attend the next Board Meeting with a covenant proposal form.

Whilst discussing a Vehicle Admissions Policy, the following points were noted: (i) Vehicles accepted must contribute to the overall appeal of the museum, (ii) Local interest was important (iii) Owners must be advised that work must be done on the vehicle (iv) No vehicles should be brought on site without contacting the Vehicles and Exhibits Manager or one or more Directors. When finalised, the Policy would be published in SANDTOFT SCENE.

An Evictions Policy was necessary, and consideration is being given to applying the Admissions Policy in reverse.

The Directors had received copies of the final report of the Future Planning Sub-Committee and would study these.

DOLRS and STG were prepared to do the 1989 bus service and Isle Tours, and would prepare a list of approved drivers. There must be full passenger liability insurance and there would be two free rents and diesel. The Board accepted in principle the proposal that visitors should be allowed one Isle tour ride only.

During the 1988 Gathering, buses on the car park service ran without guards. This is being brought to the attention of the sub-committee. More toilets are urgently needed: Epworth Show possibly

have another block. Any future hired toilets should have an enclosed catchment as our drains cannot cope adequately. The Financial Director mentioned with appreciation the help she had received from Francis Whitehead Roy Fawcett, Roger Glark & Dave Chick.

1988 GRAND SUMMER DRAW G. GRIFFITHS

The Draw was postponed until the AGM on 19th November due to the postal strike which held up a number of tickets. The Draw was performed by Mike Dare and the list of winners is shown below. The final figures show a disappointing profit to STC of only £182.76, reflecting a sale of £455, equal to about £1 for every member. A number of members sold their allocation of £5 worth and a few more than that, but many more sold far less and some none at all. Sale of the tickets were divided as follows:

B.T.A.	£ 23.50
B.T.S.	£227.76
D.O.L.R.S.	£ 45.00
S.M.R.	£ 5.00
W.Y.T.C.	nil
S.T.C.	£ 46.00
M. Gibbons/D. Brown	£ 54.50
G. Griffiths	£ 52.30

Added to this years profit is the working balance brought forward from last year, to give a 1988 contribution

to the Mains Appeal of £265.06 plus a small amount of interest.

As this is a way that non-active members can raise money from outside the organisation and even enthusiasts with something at the end of it, it is discouraging when the museum needs a lot more. Has anyone ideas on raising money in other ways? Someone has already commented that we need to raise more money from outside our organisation. We should run another Draw in 1990, is there a volunteer to run it please?

Order	Prize	Donor	Tkt no
1st	£150	Fund	011891
Winner:	M. Oke, Reading		
2nd	£35	Fund	005468
	R. Kitson, Bradford		
3rd	£15	Fund	013761
	D. O'Connor, Ipswich		
4th	Teddy bear	Member	002235
	C. Hammocks, Fulham		
5th	Bottle whiskey	Member	006174
	K. Webb, Lydney, Glos.		
6th	Stella Artois	Member	005476
	D.E. Coates, Bradford		
7th	Bottle gin	Member	012958
	B. Humphries, Cakham		
8th	Tea collection	Member	004074
	H. Dyson, Dunscroft		
9th	Entry tickets	S.T.C.	006554
	H. Lewis & Son, Bradford		
10th	Rover tickets	S.T.C.	009784
	R. Dean, Swansea		
11th	Food token	S.T.C.	009325
	J. Hansell, Streatham		

BOXWAGON  
COOKERY

## CHEESE AND POTATO PIE

- cheese
- 1 tomato
- butter or margarine
- salt, pepper
- 1 pkt instant mashed potato

Pour the correct amount of water into a saucepan and bring to the boil. Add the instant mashed potato and stir until smooth. Stir in a knob of butter, add salt and pepper, then stir in the cheese. Transfer the mixture to a bowl and place under a grill until brown on top. Slice the tomato and place the slices on the top of the pie.



# MODEL ARENA

## MATCHBOX MODELS OF YESTERYEAR

The Matchbox Models of Yesteryear range was introduced over thirty years ago, and three public service vehicles featured among early issues. These are now commanding high prices on the collectors' market. There then followed a surprisingly long gap before the London General S-type bus was introduced in 1982. Since then, the company has followed a pleasingly restrained policy of relatively infrequent decal and livery changes on current issues.

Minor livery, casting or decal changes have occurred during the production run of most models, but these are not listed here.

### Y2 - 1911 B-type bus (length 68mm, scale 100:1)

Introduced in 1956, this model featured a red body with silver radiator, blue driver, grey or black metal spoked wheels and tan upper deck seats. The 'General' fleetname was carried, together with destination board and advertisement decals including 'Dewers' advertisements offside and nearside. One casting variation of note was that some units had four rather than eight quarter-lights on each side of the lower deck.

### Y3 - 1907 E-class tram car (length 79mm, scale 130:1)

Also a 1956 introduction, this model appeared in red with a cream or white roof and grey metal or black plastic wheels. The broadside decals advertised 'News of the World' and the fleetname was 'London Transport'.

A most pleasing development during 1985 was the appearance of a very similar casting. The only clue to its origin is 'Made in Hong Kong' which appears on the baseplate. It was available firstly as a promotional model from Ty-Phoo Tea, but was subsequently available through dealers. Livery was again red with a cream roof and offside and nearside adverts for Ty-Phoo tea were carried.

### Y12 - 1899 Horse-drawn bus (length 83mm, scale 100:1)

A fine model, introduced in 1959, it shared with the

B-type bus the problem of being rather weak as a children's toy. Pulled by two brown horses, this model was also in red with 'General' fleetnames. The driver was tan with a black top hat, the upper deck seats were tan, and black metal spoked wheels were fitted. Several decals were carried, the largest advertising Liptons Tea.

### Y23 - 1922 AEC omnibus (length 102mm, scale 1:72)

This model, a replica of the London General S-type, appeared in 1982. Although mainly of metal construction, the upper deck bodywork, staircase and seats were made of plastic. The original style of slatted upper deck sides necessitated the use of rather shallow advert decals, and a revised moulding together with larger decals were standard from the introduction of the yellow 'Schweppes' advert. A livery of red bodywork, black chassis and brown seats together with 'General' fleetnames was used except in the case of the 'Haig' version. The following variants have appeared (the dates may not be entirely correct):

1982	Schweppes (white background)	
1984	Schweppes (yellow background)	
1984	Maples furniture	(a)
1985	R.A.C.	
1986	Haig Whisky	(b)
1988	Kelloggs Rice Krispies	(c)

(a) The 'Maples' version was only available as part of a gift set of three Models of Yesteryear.

(b) 'Haig' adverts were carried on buses in a livery of brown lower deck and cream upper deck staircase. The chassis remained black, but the wheel spokes were a darker red. 'Express' fleetnames were carried.

(c) The 'Kelloggs' version appeared initially as a promotional model available from Kelloggs on mail order, but later went on general issue.

### Y15 - 1910 Preston tram car (length 97mm, scale 1:87)

This tram is a replica of London 290, the ex West Ham Corporation car in the London Transport Museum. The original livery, which appeared in 1986, was red with white window surrounds, grey roof, brown seats and grey truck, together with 'London Transport' fleetnames and 'Swan Vestas' adverts. In 1988 a new livery of blue and cream, with 'Swan



'Soap' adverts and 'Darlington Corporation Light Railways' fleetnames appeared.

This attractive model retails at around £4 and is thus much better value for money than its Corgi counterpart.

Y10 - 1931 AEC Diddler trolleybus (length 112mm, scale 1:76)

This is one of Matchbox's occasional 'limited editions'. The total production quantity is 60 000 units, and the U.K. retail price is an expensive £15. It is without question a superb model, and a faithful replica of HX2756 at Covent Garden. The adverts read 'Ronuk' and 'Jeyes Kills Germs' and front and side destination blinds are carried.

It is a sobering thought that the last Matchbox trolleybus, number 56 in the 1-75 series, was at the time considered to be a present-day type of vehicle. It is a shame that the Company doesn't seem to feel that there is a large market for a trolleybus model. It will be interesting to see what becomes of the Y10 casting - it could fairly easily be converted into an AEC Renown motorbus, perhaps as a replacement for Y23. What next? My guess is a horse-drawn bus, the only one of the original Yesteryear series not yet reintroduced!

-oOo-

There has been a very favourable reaction to the 'Model Arena' column in SANDTOFT SCENE. We would be pleased to keep it going, but that now depends on receiving contributions from you! Articles on model railways or any other transport topics are perfectly acceptable - Eds.

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#### A.G.M. REPORT

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The 5th A.G.M. of Sandtoft Transport Centre Ltd was held at the Doncaster Museum, Chequer Road, Doncaster at 2.00 pm on Saturday November 19th 1988. Peter Goddard chaired the meeting and approx 40 members attended.

The minutes of the 4th A.G.M. and the E.G.M. were agreed to be a true record, apart from the point that Mr Dare stepped down from the Board following the E.G.M.

VISIT<sup>000</sup>

# Sandtoft Transport Centre

## Near Doncaster, Yorkshire



G. P. BILBÉ

- ... A working trolleybus system at the home of Britain's largest single collection of preserved trolleybuses and motorbuses.
- ... Based on a former aerodrome at Sandtoft, 15 miles east of Doncaster, 12 miles west of Scunthorpe, and within easy reach of the Humber Bridge.
- ... Open from Easter to September with regular "Trolleydays", a "Schools' Day", and the renowned "Sandtoft Gathering" plus a "Sandta Special" in December.

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## 1988 EVENTS



(F.R. WHITEHEAD)

### Trolleydays

**Sundays**

**August, 7th, 14th and 21st**

**Late Summer Bank Holiday Sunday & Monday**

**August 28th and 29th**

**Sunday**

**September 25th**

**Doncaster Day Sunday**

**October 16th**

OPEN: 12 noon to 6 p.m.

ADMISSION: Adult £1 Child/OAP 50p  
or Family Car £2.50. FREE PARKING.

WHAT'S THERE: Trolleybus Rides, Miniature  
Railway, Sound & Vision Shows, Souvenir  
Shop, Refreshments.

### Sandta Special

**Sunday, December 18th**

OPEN 11 a.m. to 3 p.m.

WHAT'S ON: Trolleybus Rides, Presents for the  
children. Seasonal Entertainment and Fayre.

FULL DETAILS ARE ON A SEPARATE LEAFLET.

S.T.C. reserves the right to alter or cancel any  
event or service without notice

Trolleybuses may be operated at other times than  
those advertised subject to availability and  
demand.

## 1989 EVENTS

### Trolleydays

**Easter Sunday and Monday**

**March 26th and 27th**

**May Day Holiday Sunday and Monday**

**April 30th and May 1st**

**Spring Holiday Sunday and Monday**

**May 28th and 29th**

**Sunday**

**June 25th**

**Gathering Preview Saturday**

**July 29th**

**DETAILS ARE AS FOR 1988**

### Schools Day

**Monday, June 26th**

WHAT'S IT ALL ABOUT: Special rates and  
facilities for School Party visits including  
Trolleybus Rides, Sound & Vision  
Programme, Worksheets and Special  
Activities.

FULL DETAILS ARE ON A SEPARATE  
BOOKING FORM AVAILABLE FROM S.T.C.  
PUBLICITY.

### Sandtoft Gathering '89

**Sunday July 30th**

OPEN: 10 a.m. to 6 p.m.

ADMISSION: Adult £2.50. Child/OAP £1

WHAT'S HAPPENING: A Transport Miscellany  
for all the family including Display and Judging  
of Past & Present Road Transport Vehicles,  
Trolleybus Rides, Miniature Railway, Transport  
Bazaar, Fairground Stalls, Live Music,  
Refreshments, Real Ale and lots, lots more —  
plus FREE bus service from Doncaster and  
Scunthorpe.

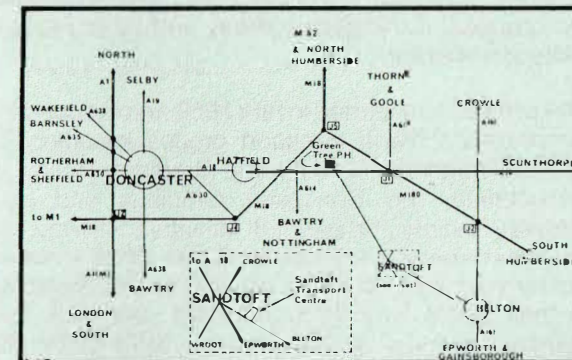
**All prices are subject to review  
at the end of 1988**

We are always pleased to accommodate coach  
tours and party visits at other times by  
appointment.

Resident motorbuses frequently attend displays  
and rallies both locally and nationally.

## HOW TO GET THERE

Sandtoft can be reached quite easily by road from  
almost anywhere.



You can travel on our preserved bus service from  
Doncaster.

**This FREE service operates on all TROLLEY-  
DAYS at the following times from:**

**DONCASTER  
Railway Station  
1.30 pm  
and  
SANDTOFT  
Transport Centre  
4.30 pm**



The journey time is about 30 minutes.  
STC conditions of carriage apply.

Sandtoft is on the Isle of Axholme, an area  
rich in geographical and historical interest,  
including Epworth - home of the Wesleys. It  
is also within easy reach of the towns of  
Doncaster and Scunthorpe, the Humber Bridge  
and the seaside resort of Cleethorpes. Full  
details of the many other places of interest  
to visit in Yorkshire and Humberside are  
available from our Tourist Information desk.



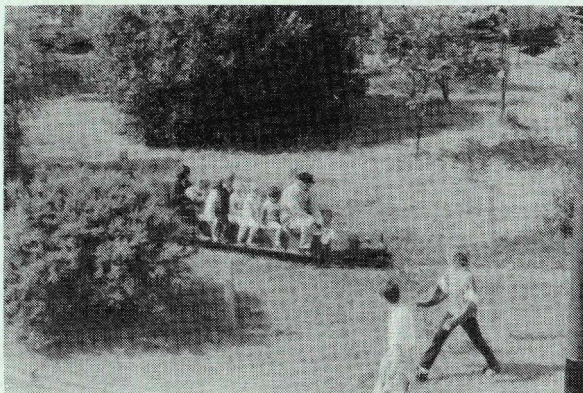


## INFORMATION AND MEMBERSHIP

SANDTOFT TRANSPORT CENTRE is a developing national transport museum, primarily for the preservation and operation of trolleybuses, but also including motorbuses, a miniature railway and other items of transport interest.

The project was started in late 1969 and is supported by several thriving transport groups including the British Trolleybus Society, the Bradford Trolleybus Association, the Doncaster Omnibus and Light Railway Society, the Sandtoft Miniature Railway, and the West Yorkshire Transport Circle. Work is carried out by volunteer members of these and other groups in their spare time throughout the year, with substantial seasonal assistance from the Humberside Community Industry Scheme.

The Centre, based on a former aerodrome, boasts a collection of over sixty vehicles from many parts of Britain, and even from the Continent. This includes examples of the magnificent six-wheeled double-decker trolleybus, and a fascinating one-and-a-half-decker from Aachen in Germany. The last British trolleybus ran at Bradford in 1972, but the smooth, silent, pollution-free qualities of this fine mode of public transport can be recaptured by visitors on one of the immaculately restored vehicles operating on the Centre's own overhead wiring circuit. Another popular attraction is the steam and diesel-hauled miniature railway.



G. P. BILBE

SANDTOFT TRANSPORT CENTRE LIMITED is a Company limited by guarantee (Registered in England No. 1747475) and is a Registered Charity (No. 514382).

You can become a member of Sandtoft Transport Centre Limited through any of its supporting bodies. You simply pay the membership fee of the respective Society (thus gaining all the benefits of that Society) plus an additional subscription to the Company. Once a member you are entitled to FREE admission on all occasions.

For further details and membership application forms send a stamped self-addressed envelope to any of the following:

BRITISH TROLLEYBUS SOCIETY,  
2 Josephine Court, Southcote Road, Reading,  
Berkshire RG3 2DG.

BRADFORD TROLLEYBUS ASSOCIATION,  
7 Beechwood Road, Wibsey, Bradford, West  
Yorkshire, BD6 3AQ.

DONCASTER OMNIBUS AND LIGHT RAIL-  
WAY SOCIETY, 41 Church Road, Barnby  
Dun, Doncaster, South Yorkshire, DN3 1BD.


SANDTOFT MINIATURE RAILWAY, 14 West  
Common Lane, Scunthorpe, South Humber-  
side, DN17 1DX.

WEST YORKSHIRE TRANSPORT CIRCLE,  
32 College Street, Crosland Moor, Hudders-  
field, West Yorkshire, HD4 5EB.

Our calendar of events includes regular "Trolley-days" from Easter to September including every Sunday in August; a "Schools' Day" in June; the annual "Gathering" held on the last Sunday in July and a "Sandta Special" in December.

For details of events, party visit arrangements or general enquiries regarding Sandtoft Transport Centre Limited send a stamped self-addressed envelope to:

S.T.C. PUBLICITY, 7 Norwood Avenue,  
Auckley, Doncaster, South Yorkshire, DN9 3JA.

 (0302) 771520

## SEE YOU AT SANDTOFT!



rather than the A.G.M.

Mr Goddard then presented his Chairman's Report, taking the opportunity to thank the many people who had contributed to the running of the Museum during the year. He announced that a 'Touring Committee' would be set up, consisting of society reps and at least one Board member.

Draft copies of the 1988 accounts were circulated. The Financial Director pointed out several errors in the text which would require correcting before the accounts could be adopted.

Mr A. Monk was appointed as Company Auditor, and Messrs Barratt & Company were reappointed as Solicitors.

Mr M. Nimmo was elected unopposed to the post of Company Secretary. Following the withdrawal of Mr W. Staniforth, the following were elected unopposed as Ordinary Directors: Mr R. Ashton, Mr M. Gibbons and Mr J. Sambrooke. Mrs C. Oliver was reelected unopposed as Financial Director.

The special resolution calling for an amendment to article 3b was withdrawn. Michael Barratt is presently reviewing arrangements for company membership.

The following special resolution was passed by a large majority: "That article 4 become: Ordinary membership subscriptions shall become due on the first day of the month following the expiration of the period of the previous subscription, and the subscription shall be valid for one year. The subscription rate shall be £3 per annum for an ordinary member or such sum as may be agreed by the members in general meeting".

The special resolution calling for an amendment to article 39 was defeated. The Board decided not to use its powers to set up a Management Committee as allowed by article 39, so nominations were not sought for this.

The Board accepted the sentiments of the ordinary resolution on the subject of junior membership. Although persons under 18 cannot be members of the company, all junior members of contributing societies will be given all of the benefits of Sandtoft membership, apart from voting.

The meeting closed at approx. 4.20pm.





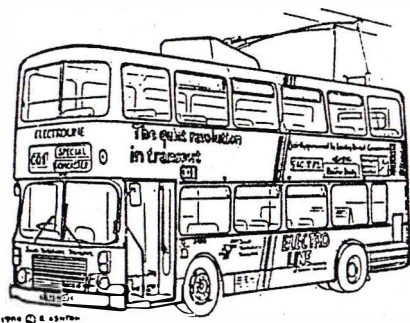
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1. Introduction. The Future Planning sub-committee has been asked to draw up a framework within which the future development of the site can take place. In doing so, the sub-committee has borne in mind the dual role of the museum as outlined in the Company's Memorandum of Association, namely:

(a) The maintenance of an operating trolleybus museum and of facilities for the restoration and preservation of trolleybuses, motorbuses and items of general transport interest.

(b) The exhibition to the general public of the above.

The sub-committee has now completed its work. The result is a 'strategic' plan that defines the major features of the site's future development. Many minor details will need to be finalised at the appropriate time.

2. Museum name and vehicle admissions policy. The museum has adopted the 'identity' 'Sandtoft Transport Centre - Home of the Trolleybus' and this should appear on all stationery, publicity etc.

Only road vehicles should be resident at the museum, and all vehicles admitted in future should be historic and/or in reasonable condition. Owners should undertake to keep their vehicles presentable. When considering future admissions, a trolleybus should be accepted unless there is a specific reason why it should not be, whereas for buses, commercials and cars, there should be a specific reason for their acceptance.

3. Size of site. The future plan is based on the site at its present size, and the possibility of buying the site needs clarifying. The renting of runway running rights, and guaranteed parking for Gatherings and open days require immediate attention.

Should an adjacent area of land become available in the future, this should be considered as an additional area of open-air parking for resident vehicles, and visiting cars and coaches. Building on this land should only be considered if the museum's resources of finance and manpower increase considerably.

The company may, however, consider buying or renting vehicle accommodation away from Sandtoft, as a purely commercial venture to relieve vehicle overcrowding on site.

4. Fencing and access to site. The three existing vehicular accesses to site should be retained, and the present visitors entrance needs to be developed with, for example, a secure posting box and a 24-hour information point. An additional, pedestrian access for visitors should be provided approximately where the site entrance used to be.

A double-sided sign should be erected next to the road displaying the museum's name and details of the next trolleyday.

An attractive fence is required for the front of the site. Railings and/or a hawthorn hedge would be suitable. The boundary behind the depot seems sufficiently secure, but the other two sides of the site require a secure, functional fence. Period style advertisements could be erected along the back straight.

5. Depot accommodation. The depot's present appearance needs improving, and the provision of a running shed would benefit the museum. Several different ways of modifying the depot were considered, and the selected option is shown overleaf.

Fire precautions are needed in the depot, but all options appear to be difficult or expensive. A sprinkler system would require a water tower. Fire curtains are flexible, but would require the depot structure to support additional weight. More fire walls would be another alternative. Air circulation needs improving, possibly by the provision of roof-mounted ventilators. The committee understands that additional electric lighting is to be provided in the depot. The running shed would benefit from improved natural lighting.

No further depot accommodation should be built on the existing site. The accommodation of tower wagons used on site work should be within the present depot.

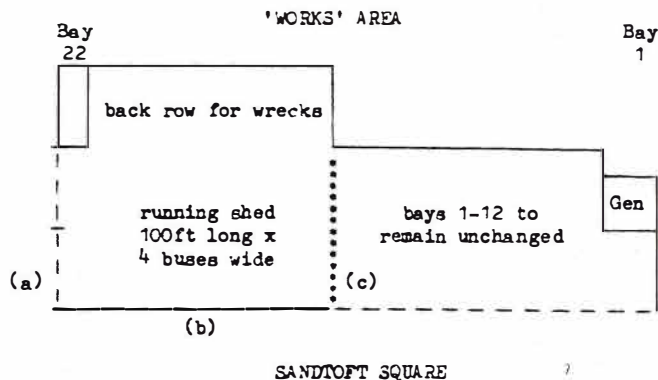


Proposed plan of depot:

(a) new entrance doors to be installed in end wall of first and second rows of depot.

(b) new period-style brick wall to be erected in lieu of doors of bays 13-22

(c) fire wall



In each row of the proposed running shed it will be possible to accommodate three (3 x 30ft vehicles) or four (3 x 26ft vehicles - tower wagon) vehicles. It will be necessary to resite the trolleyshop, and to provide an entrance road on the site of the trolleyshop and patio area. Surplus doors could be rehung on the back of the depot eg to create a bodyshop in bays 19 and 20 of the back row.

The advantages of this option are:

- (a) The creation of a trolleybus running shed
- (b) The opportunity for the museum to present between 12 and 16 of its best vehicles in a display spacing for the benefit of visitors.
- (c) The provision of an attractive depot entrance facing the road, and the provision of a period-style wall in lieu of depot doors facing Sandtoft Square.
- (d) It will be possible to erect a fire wall half way along the building.

The drawbacks of this option are:

- (a) It will not be a 'through running' shed
- (b) Between four and eight vehicle spaces will be lost.

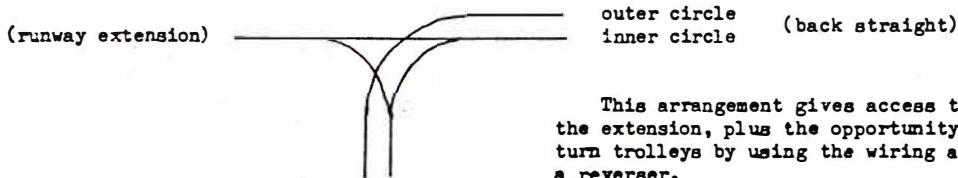
6. Overhead wiring. Many existing traction poles are becoming due for replacement. There are reservations about using further old second-hand poles, unless they can be reinforced eg by filling them with concrete. The test track at Doncaster may be a source of stronger, newer poles suitable for any extension down the runway, or even for the main site if painted green and fitted with finials. Other transport museums may be experiencing similar problems and the possibility of placing a bulk order for new, traditionally styled poles should be investigated.

Whilst discussing alterations to overhead on site, the following points were borne in mind:

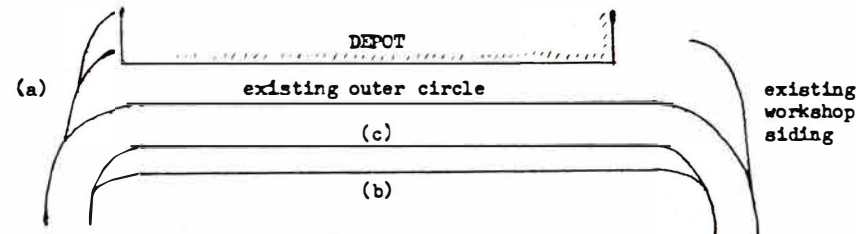
- (a) Ease of erection and maintenance
- (b) The needs of the Traffic Department.

The wiring on the runway extension will take the form of a single track with a turning circle at the end. On the main site, the wiring will continue to be in the form of two circles round the site, with the following special work:

- (a) At the back corner of the site:



(b) in Sandtoft Square:



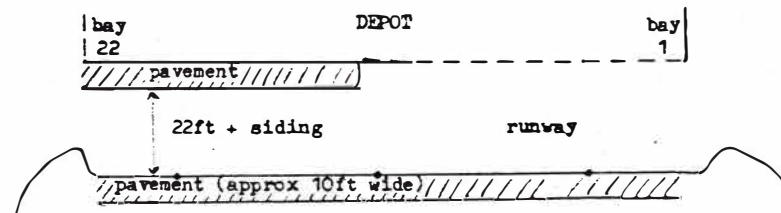
notes:

- (a) New depot siding. Two sets of wires to serve four rows of trolleybuses.
- (b) Present inner circle to become siding for passenger loading. The precise alignment of wiring into and out of the siding can be finalised later.
- (c) New route for inner circle wiring. The inner circle and siding wiring could possibly be suspended from the same bracket arms, particularly if alterations are linked with traction pole replacement. The present siding and turning loops will be dismantled.

7. Mains power supply. No buildings can be sited within 17ft of the transformer. The rectifier and associated equipment will occupy the third row of bay 22 of the depot, thus displacing just one bus. This area will be securely walled off, but a viewing window could be incorporated in either of the walls inside the depot. The area could also be roofed, to create more storage area. Double exit doors may be needed in the back wall of the depot, to facilitate any installation of new equipment in the future.

8. Runways. The runway should be made to look more like a road by being kerbed to a width of 22ft wherever possible (consistent with the needs of vehicle shunting) apart from along Sandtoft Square. Much of the kerbed off area could be covered with paving slabs to increase the visitor circulation area, thus reducing the need for the public to walk on the road.

In Sandtoft Square, the present siding area, currently used to facilitate depot shunting, will no longer be required, at least in front of bays 13-22. The new passenger loading bays will be sited under the line of the present inner circle wiring as follows: (\* denotes traction pole presently in centre of runway).



Concrete surfaces were considered to be in keeping with the trolleybus era, and cobblestones were dismissed. Reconcreting of the runway will, however, eventually be necessary. Tarmacing is feasible but would be expensive. It is not presently suitable in Sandtoft Square due to the likelihood of damage from tyre scrub. Drainage of the runway is inadequate and needs improving.

9. Miniature railway. The only major development planned for the miniature railway is an engine shed/turntable/steaming area complex on the site of the existing engine shed. The new engine shed will be a permanent structure, approximately 16ft x 25ft in size, and of a similar height to the lecture theatre. It must be properly designed and built. A locomotive unloading pit is to be built, probably next to the lecture theatre.



10. Car and coach parking, and gardens. The central grassed area will continue to be used as a car park. As a temporary measure, one or two coaches can be accommodated on the runway, but the only area of the present site that will be suitable for coach parking is the northern perimeter, presently occupied by 'preserved' vehicles.

The present picnic area will be retained, and should not be affected by the depot alterations described in section 5. A line of fast growing conifers could be planted from the road across to 'Fort Knox', to screen off the picnic area from an area designated for staff car parking. The concrete pad formerly fronting the mess room could eventually be paved as a patio, and one of the tram bodies, restored as a summerhouse could be sited in the picnic area.

The picnic area would be the most sensible site for a children's play area. Play equipment is required, but must be installed according to health and safety regulations. Either Rotherham 74 or a tram body could be used as an activities room.

The area behind the proposed second temporary classroom (see section 11) will be maintained as a wildlife area, and other gardens are being developed around the site, to improve the attractiveness of the museum.

11. Street scene, and temporary classrooms. A second temporary classroom will be erected at right angles to the existing lecture theatre, as previously agreed. This will become the new lecture theatre/small exhibits area, allowing the existing building to become the bookshop/traffic office.

The street scene will consist mainly of 'Tarran' type pre-fabs, similar to the existing Trolleyshop, but fitted with new frontages. However, more substantial buildings (eg a cottage or two-storey buildings) should not be ruled out if funds and ground conditions allow. No measurements have been taken, but four or five pre-fabs would probably fill the area available. Possible uses for the buildings would be:

- (a) A car showroom (containing preserved cars paying rent), fronted by a petrol filling forecourt. An old-style workshop might also be included.
- (b) A 'medium exhibits' area (as opposed to 'small exhibits'), possibly with a trolleybus chassis as centrepiece.
- (c) Staff sleeping accommodation, possibly on a first floor.
- (d) To house Sandtoft's records and documents. This building could be disguised as a library or a shop.

- (e) A new canteen, with adjacent toilet facilities. An area of grass next to the canteen could be used to set out chairs and tables. The existing Trolleyshop building would then become redundant, and could be moved to allow the alterations to the depot described in section 5. The tram bodies could be used as additional eating areas.

New public toilet facilities are a priority. The most suitable site would be on the garden area adjacent to the lecture theatre, behind the recently-laid crazy paving. A septic tank would need to be installed, and if a concrete pad needs to be laid on top of this, the pad could be utilised for disabled parking. The new toilet block should include disabled persons facilities and a mother and baby room. It should blend in with the street scene eg by having a 1930s facade, or by being built of brick with a pitched roof. The existing ladies toilets would remain open to the public, with the gents being reserved for staff use.

All new buildings should have wide doors to allow wheelchair access, and ramps should be provided where necessary. Sufficient space has been reserved for the street scene to make it unnecessary that all buildings be sited on a straight line. Some, for example, could be grouped round a 'village green'. Bus shelters, seats and other street furniture should be sited on the pavement in front of the buildings.

12. 'Works' area. The wall of the workshop facing the runway should be rebuilt in period style. A small, secure store could be built on the back, next to the existing back door. Both of these improvements have been suggested in the past.

The entire area behind the depot, and behind the line of conifers mentioned in section 10, should eventually be covered with crushed limestone. The stores building would remain unchanged for the present, although a larger, purpose-built building, joined to the depot, could eventually replace it on the same site.

The sectional garages, presently visible to the public, need moving, 'tarting up'

and fitting with doors, or concealing eg by a brick wall. A building for heavy stores is needed somewhere on site. A 'civil engineering' yard could house all Sandtoft's equipment of this type, and could be located behind part of the street scene. Double gates should be installed across the entrance to the workshop road.

The provision of a turntable, possibly the one from Christchurch, would be a great attraction for the museum.

13. Staff accommodation. All staff accommodation (except the 'Agency') should eventually be incorporated into the street scene. The advantages of this would be:

- (a) Improved security
- (b) More space made available behind the depot for storage
- (c) Easier access to toilets.

The existing gents toilets should be reserved for staff use. The ladies toilets will have to remain open to the public, at least at Gatherings. One of the ladies WCs should be replaced by a shower unit accessible via a new door installed in the rear of the building. Both toilet block should be equipped with hot water and hot air hand driers.

14. Implementation. Primary responsibility for the implementation of the future plan should lay with the Director responsible for coordinating non-voluntary labour (eg CI). However, all Directors and Managers should familiarise themselves with the future plan. The Future Planning sub-committee should only be reconvened if significant developments are about to occur eg acquisition of additional land.

New developments should be designed and carried out as professionally as possible. Authentic materials should be used wherever possible to reinforce a 'period' atmosphere. (eg stone rather than concrete kerbstones).

It is accepted that the provisions of this plan will only be implemented over a period of years. However, adherence to the plan will ensure that site development is carried out in an efficient and coordinated way.


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**p.s.**

● CONTRIBUTORS THIS MONTH WERE BOB ASHTON, GEOFF GRIFFITHS, TONY PEART, KIRSTIN OLIVER AND DENNIS PIPE.

● SS No. 9 IS DUE OUT AT EASTER. THIS SHOULD INCLUDE THE NAME, ADDRESS AND RESPONSIBILITIES OF EACH DIRECTOR, AND THE NAME AND FULL JOB DESCRIPTION OF EACH MANAGER. FULL DETAILS OF VISITOR ATTENDANCES ETC FOR THE 1988 TROLLEYDAYS SHOULD ALSO BE INCLUDED.

● C.O. IS STEPPING DOWN AS EDITOR DUE TO PRESSURE OF WORK. A.F. WILL ALSO STEP DOWN UNLESS SOMEONE OFFERS TO WRITE 'SCENE AT SANDTOFT'. IT IS NOT A JOB THAT CAN BE DONE PROPERLY THROUGH JUST ONE VISIT A MONTH. A.F. IS PREPARED TO HAND OVER COMPLETELY IF A REPLACEMENT IS FORTHCOMING. THE MAIN TASK IS TO KEEP WITHIN BUDGET - WE ARE ALLOWED £1 PER MEMBER PER YEAR, INCLUDING POSTAGE.

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## SELLING POINT

This month, slides by post offers a further selection of colour views of trolleybuses preserved at Sandtoft.

Z13	Bradford 792	Karrier W / E.L. H39/31F (1958)	1944
Z14	Bradford 834	BUT9611T / E.L. H37/29F (1962)	1949
Z15	Bradford 845	Sunbeam F4 / E.L. H37/29F (1962)	1950
Z16	Bradford 846	Sunbeam F4 / E.L. H37/29F (1962)	1950
Z17	Huddersfield 619	BUT9641T / East Lancs H40/32R	1957
Z18	Huddersfield 631	Sunbeam S7A / E Lancs H40/32R	1959
Z19	Nottingham 493	BUT9611T / Roe H31/25R	1948
Z20	Derby 175	Sunbeam W / Park Royal UH30/26R	1945
Z21	Maidstone 72	Sunbeam W / N.C.B. H30/26R	1947
Z22	Manchester 1344	BUT9612T / Burlingham H32/28R	1955
Z23	Reading 113	AEC661T / Park Royal H30/26R	1939
Z24	Teesside T282	Sunbeam F4 / Roe H35/26R (1964)	1950
Z25	Walsall 872	Sunbeam F4A / W'brook H36/34RD	1956

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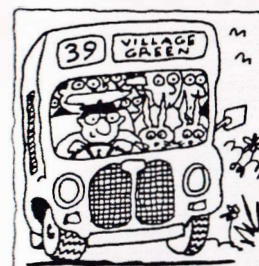
### FOCUS ON ... DONCASTER MOTORBUSES

Five of the six Doncaster motorbuses resident at Sandtoft are in the care of D.O.L.R.S., the longest established of Sandtoft's contributing societies. The oldest is 94 (EDT 703) which entered service in 1947 with a Leyland body. In 1962 she was given the 1955 Roe body from trolleybus no. 393 and is preserved in this form. 112 (GDT421) was purchased by Doncaster in 1949 and passed to Rossie Motors of Rossington in 1967, who operated her until 1971. After a spell at Haxey she moved to Sandtoft in 1976.

22 (MDT222) was purchased in 1953 for the Sheffield

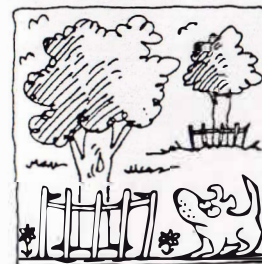
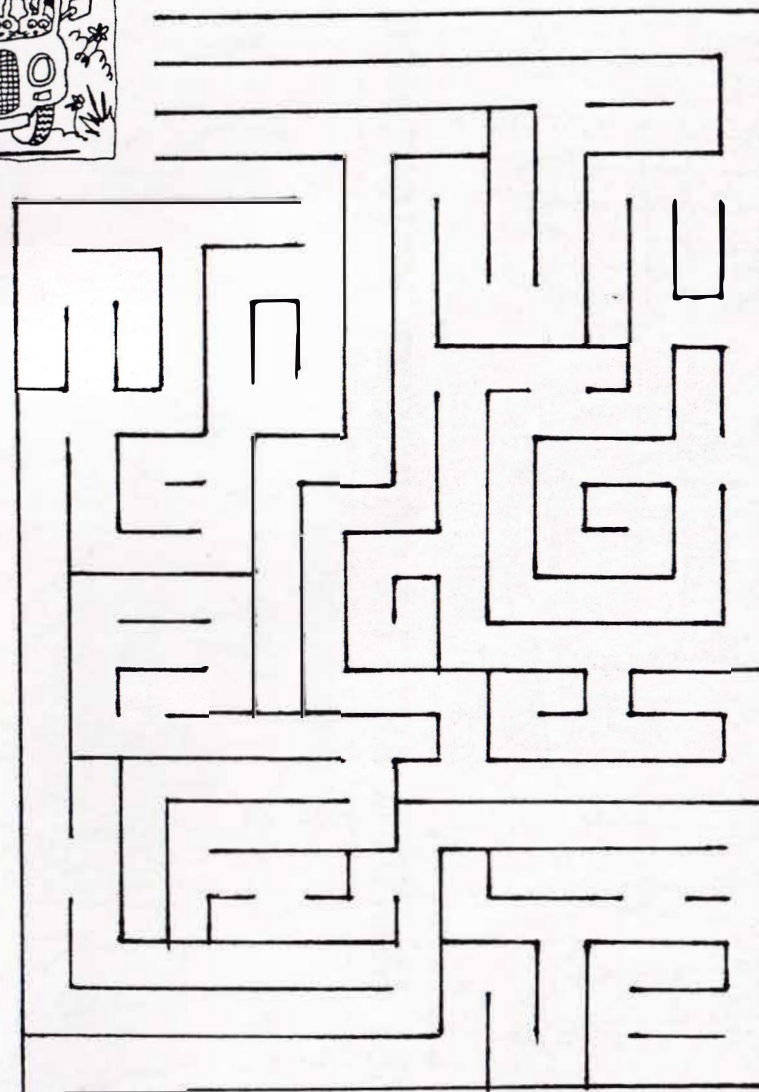
purple-stripe livery. As with 33, 206 (KDT206D) ran in SYPTE service and was the last Doncaster half-cab to be withdrawn.

55 (UDT455F), owned by the Felix Group, is a rare Leyland Royal Tiger Cub, a chassis type built for export.



## scene

junior



The bus must get to the village green on time. Can you help the driver to choose the right route? You mustn't cross a line, of course.



