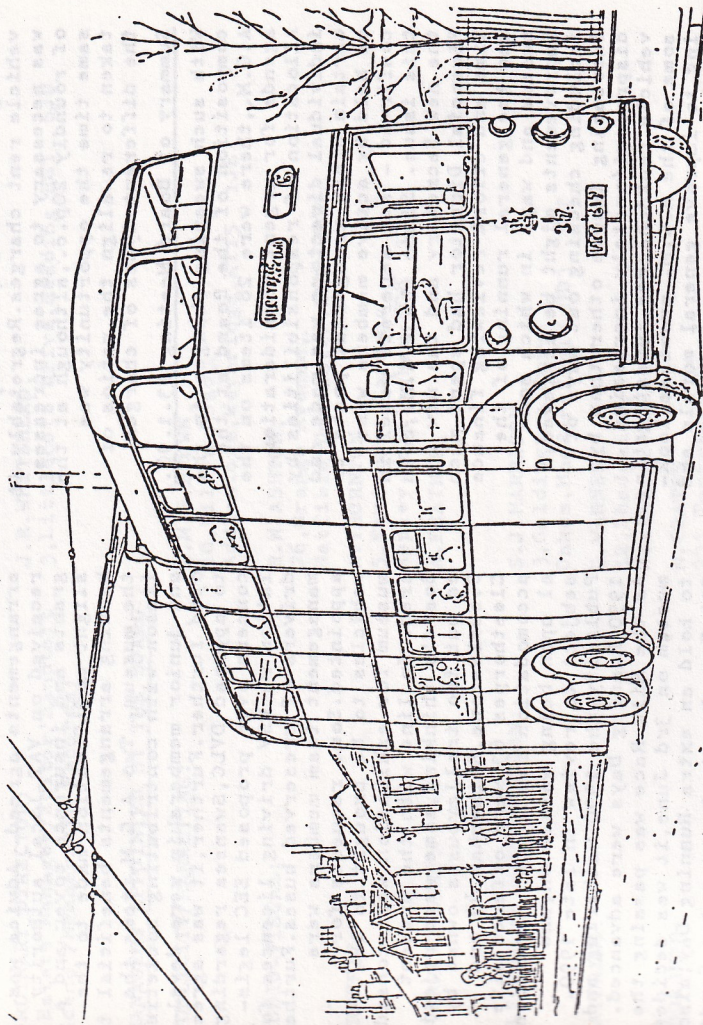

SANDTOFT SCENE

No. 13

April 1990



The Sandtoft Transport Centre Magazine

BOARD REPORTS

Summary of Board Meeting 25.11.89. Immediately following A.G.M.

The immediate requirement following advance notice from the landlord of a site rent increase - the first for three years - w.e.f. 1st April 1990 and bearing in mind the need for 3 months' notice of a vehicle rent increase to their owners and a big unknown as to whether there would be another problem if a business rate became payable (and without any large discount for charitable status currently enjoyed) with the change from rates to poll tax, resulted in the new Board, as their first task, having to fix new quarterly vehicle rent charges. Regrettably, it was necessary to agree increases of roundly 20p.c., although at the same time the opportunity was taken to re-align the ratios of the different types of charges.

Summary of Board Meeting 13.1.90.

With such sweeping changes in the composition of the Board at the A.G.M., there were 28 items on the agenda for urgent consideration. Allocation of responsibilities by individual directors was made and certain other managerial posts to be held by active members were confirmed - see separate panel in this issue. Since the A.G.M., both the new Secretary and the new Financial Director had spent much time and effort reviewing the finance and the general running of the museum and ways in which some improvements might be achieved, including checking out ways of increasing income other than by disproportionately increasing vehicle rent charges, investigating some of the A.G.M. promises, looking to improve general morale and counter past criticism, urgently reviewing insurance cover and in general familiarise other directors with current developments. It took nearly 7 hours, with no lunch break but the whole agenda was dealt with.

Summary of Board Meeting 17.3.90. Although with 21 Agenda items to discuss, many were progressions of points for action at the previous meeting. With Dennis Patterson-Haig having declined to continue running IHP Lindholme working parties (a mixed blessing as it has turned out), approaches had been made in other directions but to no avail. It was agreed to retain 'Sandtoft Scene' as an essential link with benefactors, supporters and site workers but to restrict its size to 8 pages of A5 quarterly and its content essentially to advising of Board policy and decisions, recording site progress and indicating future events, staff notes, etc. A financial budget was set for 1990/91 and financial control arrangements agreed. Advice was received on VAT, local authority grants and insurance cover and a slight modification made to the banking arrangements beneficial to the museum. Two A.G.M. items, the liaison with contributing societies and junior membership were developed further. Further, it was agreed to approach DVLC, Swansea regarding concern over proposed EEC legislation re PSV driving licences for drivers of preserved buses. Further management team members were appointed. Some requests for vehicles to be brought to the museum for exhibition were considered. In line with the present Board's thinking, some were rejected but two trolleybuses owned by D.Eddlestone, Rotherham 44 and Cleethorpes 63 were offered site accommodation for a year, conditional upon being worked on, and subject to review in late 1990.

Publicity, the 1990 Gathering and 1990 Running Days were advanced. As the Milk Race was passing the museum on 3rd June, it was decided to hold an extra Running Day, also 9th December to be an extra Sandtoft Day. Finally, it was decided to proceed with the mains electricity project and to investigate the need to review the method of assessing the annual depot allocation.

SANDTOFT TRANSPORT CENTRE LIMITED

BOARD OF DIRECTORS 1989 - 1990

CHAIRMAN/MANAGING DIRECTOR:

(Local Publicity & Liaison/Gathering)

R.G. ROWE,
Old School House,
Church Lane, Wadworth, Doncaster, DN11 9BW

COMPANY SECRETARY:

R.D. RAMPTON,
'Pinehurst',
2A, Pine Grove, Maidstone, ME14 2AJ

FINANCIAL DIRECTOR:

M.J. HARVEY,
30, Brooksby Road, Tilehurst, Reading, RG3 6LY

ORDINARY DIRECTOR:

(Events Manager)

M.R. GIBBONS,
2, Foxlake Road, Byfleet, Weybridge, KT14 7PW

ORDINARY DIRECTOR:

(Engineering Manager /Gathering)

J. SAMBROOKS,
74, Cusworth House,
St. James' Street, Doncaster, DN1 3AZ

ORDINARY DIRECTOR:

(Development Manager)

F.R. WHITEHEAD,
19, Baltic Road, Tonbridge, TN9 2LZ

ORDINARY DIRECTOR:

(Estate Manager/Editor/Sandtoft Scene'/Membership Records)

J.R. WHITEHEAD,
3, Littlecote Drive, Reading, RG1 6JD

MANAGERS APPOINTED BY THE BOARD

PUBLICITY/MARKETING:

D.M.J. BROWN,
10, Milton Road,
Aldershot, Weybridge, KT15 1JE

AUDIO-VISUAL:

R.N. ASHTON,
76, Grange Avenue,
Hatfield, Doncaster, DN7 6RD

TRAFFIC:

A. THORNTON,
5, Ennismore Gardens,
Aspley, Nottingham, NG8 3LU

OVERHEAD LINE:

A. FEATHER,

ELECTRICAL DISTRIBUTION:

S.J. HARRISON,
3, Goldington Drive,
Oakes, Huddersfield, HD3 3PT

CATERING:

G. WARNES,
12, Shadyside,
Hexthorpe, Doncaster, DN4 0DN

BOOKSHOP:

M. COATES,
231, Tonbridge Road,
Maidstone, ME16 8ND

VEHICLES & EXHIBITS:

I. WILSON,
39, Masefield Road,
Wheatley Hills, Doncaster, DN2 5SZ

DESTINATION SANDTOFT

The new Board of Directors, most of whom were elected at last November's A.G.M., have agreed that Sandtoft Scene shall continue to be published but in a modified format. Whereas it is considered desirable to maintain a medium through which Sandtoft's supporters can be advised direct of whatever needs to be brought to their attention, it is considered that, on grounds of cost and on production time, it should be restricted to advising Board policy, maintaining a diary of planned future events and chronicling what has recently happened. Therefore, henceforth 'Sandtoft Scene' becomes 8 rather than 20 pages of A5 and, under present policy, general articles not directly connected with the museum's activities and the regular features such as appeared previously, will no longer have a place. We hope, therefore, to publish four times a year, in January, April, July and October, an unpretentious journal easily and inexpensively produced, which keeps Sandtoft workers and supporters well-informed.

The new Board is comprised of enthusiasts who have been involved with trolleybus preservation for a number of years and who are totally committed to the idea and to Sandtoft. Some are from within the passenger transport industry. Some are practical. Some have certain technical know-how. All offer a professionalism; a commitment to make Sandtoft far more alive than it has been; to make it go where it really ought to go - forward. And to raise the funds necessary for those sorts of goals to be achieved. The new Board is very much a team acting on your behalf. It requests your unstinting support and encouragement at all levels.

Sandtoft, we know, has been through a bad patch. This year, in November, it 'comes of age' - 21 years old - although at present the Board has no plans to celebrate the occasion. In any case, in view of recent past history there is really nothing to crow about and it is doubtless far better to be putting the house in order rather than squandering pennies we could be putting towards far more worthy targets. Personally, as Sandtoft comes of age, I want to see it grow up and act like a responsible adult; and (if this is not clear to certain factions) it means casting off a number of nasty traits which Sandtoft gained as a teenager. The bickering, the infighting and backbiting and the spiteful and often self-destructive talk will have to stop, as will the other bad teenage traits - starting jobs but never finishing them (or, indeed, never even getting them started); untidiness and thoughtlessness. Sandtoft has a common aim and there is no longer any room for folk other than those wanting to pull together.

As usual, there is, of course, loads to do at Sandtoft. There are, of course, if you analyse things, few people actually doing things and rather more than that who are saying either they can't or they won't, or are waiting to be asked, or saying Sandtoft is too far/wet/cold/unfriendly. Can it be said that we only encourage members to work on vehicles - and not everyone has the knack of being a coachbuilder/fitter/electrician/trimmer. Not everyone is required to be a driver or conductor but we do need lots of help - and a lot of that is unskilled. There is a tearoom and a bookshop and a lecture theatre and an enquiry kiosk. There are entrance gates to man, the public to educate, grass to mow, poles to plant, etc., etc. And it IS easy to get to Sandtoft (by car) and there ARE places to stay. There are members who can help. You don't have to come every weekend. You probably have got a spouse/kids/mortgage/car/garden/house/mother-in-law. You might have always wanted to be a bus conductor/overhead linesman/boq attendant/tea maker/sandwich cutter/table wiper. You might even have always wanted to pull a frog handle or

put the booms up on the wires. Don't make excuses any longer - come to Sandtoft any weekend (from Friday night onwards) - bring your tent or your caravan - most importantly bring yourself. Bring your spouse. Bring your teenage sons and daughters - there is quite a social scene going. There is no North-South Rift at Sandtoft; no serious political/sectional little football and cricket - but there is loads of trolleybus chat, real ale and general good humour. (Note to regular Sandtoft workers: henceforth, folks, all officiousness, initiation ceremonies, cynicism, tall stories, etc., in the vicinity of newly recruited fellow workers ARE totally banned; everyone to be made welcome; everyone to be encouraged to work their best and come again.)

A few words, too, to vehicle owners, particularly those who appear to be using Sandtoft as nothing more than a garage and who do not appear to have any intention of doing anything with their vehicle. The new Board are watching carefully. The 'Scraptoft' image referred to by Tony Peart at the A.G.M. is not going to be allowed to remain. Sandtoft is primarily for trolleybuses, augmented by a small number of historically significant motorbuses, mostly local. In this connection, there is a specific reason why the Board would like to see all existing projects completed and a concerted effort then made on all Rotherham, Doncaster, Grimsby and Cleethorpes exhibits, please, and the sooner the better.

Over the next few years, Sandtoft is going to have to make the changeover from being a playroom for large toys to being a proper working museum which the public will want to visit in increasing numbers. In particular, its present image as, more or less, a large light industrial premises, will have to be changed to something more attractive to the public. In turn, the change must be made from deriving a substantial part of our income from vehicle rents in order to pay the bills to charging the public a realistic entry fee to see and sample a well put together museum. We are mindful of having to cane vehicle owners for vehicle rents knowing that the rent money could have financed restoration. We sympathise with vehicle owners over the amount of rent money they have to find and would say that already the new Board has investigated the full commercial costs of vehicle rents and has to say that Sandtoft's rents have proved to be very fair given current economic trends.

There are short, medium and long term plans for developing Sandtoft, so never again should it find itself in the doldrums. A glance at the preservation magazine 'Old Glory' will convince anyone just how far behind Sandtoft has got when compared with other preservation. Mains electricity is nearer than you think. More site personnel on a regular basis would encourage the Board that it was worth extending the overhead. Why otherwise generate more work for the existing few? An overhead extension is not beyond possibility. Other developments, including a street scene and depot through running/brick facade, more toilets, a static display/small exhibits building, added attractions - all are being developed into an overall plan. Where does the finance come from? Initially from a number of grants that are available to us if we only care to apply properly. If money is available then we had better use it! If we all pull together, there could be exciting times ahead.

COVER: David Eddlestone has been granted permission by the Board to bring Cleethorpes 63 (alias Walsall 850) and Rotherham 44 to Sandtoft. Both are of local interest. Although Rotherham 44 duplicates Rotherham 37, which has been at Sandtoft some years, it is hoped both will help stimulate local trolleybus interest if they are restored and become useable. The two Rotherham trolleybuses are 1950 Daimler CM6s, originally single-deck but rebodied as double-deck by East Lancs in 1956. Both, in fact, took part in the closure of the Rotherham system. The Board want to see these vehicles fully restored and operational in the next few years.

1990 EVENTS

ALL SANDTOFT WORKERS PLEASE NOTE THIS INFORMATION

Trolleydays

Easter Sunday and Monday
April 15th and 16th
May Day Holiday Sunday and Monday
May 6th and 7th
Spring Holiday Sunday and Monday
May 27th and 28th

WHAT'S THERE: Trolleybus Rides,
Souvenir Shop, Miniature Railway,
Refreshments, Audio Visual Slide
Shows, Bygone Telephone Display,
Museum & Tourist Information
Desk, Picnic Area.
OPEN 12 noon to 6 p.m.

Milk Race Day
Sunday June 3rd ***

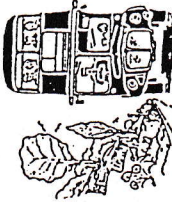
Admission £1.40 Adult
.60p OAP/Child
£3.50 Family in car
All entitled to one FREE Trolleybus
Ride.

Children's Activity Day
Sunday June 24th

FREE service operates on all TROL-
LEYDAYS at the following times: from:

Gathering Preview Saturday
July 28th

DONCASTER
Railway Station
1.30 pm



August Sunday Trolleydays
August 5th, 12th and 19th
Late Summer Holiday Sunday and Monday
August 26th and 27th

SANDTOFT
Transport Centre
4.30 pm

Sunday
September 30th.

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

Sandtoft Gathering

Sunday, July 29th

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, Refresh-
ments, Real Ale and lots more—
plus FREE bus service from Doncaster and
and Scunthorpe.

All Trolleybus Rides Adult 30p Child 15p

Sandta Special

Sunday December 9th ***

Sunday December 16th

WHAT'S ON: Trolleybus Rides, "Sandta"
Steam Railway Express, Visit to see
Sandta in his Grotto, including pre-
sent. Seasonal Entertainment & Fayre.

*** These are extra operational days agreed by the Board.

JUST SO YOU KNOW.....!!!!!!.....!!!!!!.....!!!!!!.....!!!!!!

**** There's a few more traction poles due at Sandtoft later this year from Reading. Fourteen have been offered but there is presently a delay getting started until the replacement street lamps are fully functioning and the lamps atop the traction poles are electrically isolated. Anyone keen to assist when we get the green light please send an SAE to Francis Whitehead (address elsewhere).

**** Talking of green lights, Graham Bilbe has managed to obtain for Sandtoft a large number of three aspect traffic light heads of an older type. What we have not got are old style rubber road pads. Can anyone help?

**** The Black Country Museum, Tipton Road, Dudley, West Midlands, who operate a Walsall and a Wolverhampton trolleybus over an undulating route erected in 1987, have a Trolleybus Fortnight in June and have invited visiting trolleybuses to 'put up sticks' and operate under power if safe to do so. Amongst those we have heard will attend are Michael Russell's ex-Reading 174 (1950 Sunbeam S7 three-axle of same batch as Reading 181 at Sandtoft); the BPTA's BUT 9641T ex-Bournemouth 246 (alias 212); David Gledhill's 1942 AEC 664T ex-Cardiff 203 making its first public appearance since restoration; and trolleybuses from Sandtoft - Maidstone 56, Bradford 846 and Teesside T291.

**** Meanwhile, at the East Anglia Transport Museum, Carlton Colville, near Lowestoft, there is a London Event on 14th and 15th July, at which it is anticipated London 'Diddler' number 1 will attend from the London Transport Museum, Covent Garden.

**** And speaking of Carlton Colville, readers may recall the LTPS buying Cardiff 277 (BUT 9641T/GEC) simply as a store and, in fact, cutting off its roof fairly soon afterwards. More recently, there have been some half-hearted attempts to break up the rest of the body. Now, the Science Museum have expressed an interest in acquiring the chassis.

**** The Directors would be interested to hear from readers with bright ideas for additional attractions to be staged semi-permanently at Sandtoft. It ought to be something not too technical the ladies might be able to enjoy.

**** On 3rd June the 1990 Milk Race has a Sprint Section passing the museum premises in both directions. As it is to be widely advertised and sponsored and due to receive in-depth television coverage, the Board has decided to make the day an extra 'Trolleyday', hopefully to tap some of the public who will be out and about in our area that day. Would regular Trolleyday staff please note, so that we can be fully operational.

**** There have been Sandtoft-isms and Sandtoft words almost since the beginning (21 years this autumn) - rancid - evility - claggy - and, within the last year or so, the word 'rammel', which is apt to describe 'collections of varied or diverse belongings, often personal; useful but of no immediate financial value'. John Whitehead seized an opportunity recently to spread its use further afield - in a Government document he was drafting - and it slipped through!

**** The Doncaster Daimler front loader (206) is the bus being used this year on the Doncaster Free Service, with many thanks to DOLRS for making this possible.

Scene at sandtoft

Jim Sambrooks

The main event of the winter was, of course, the Sandta Weekend, proving popular with children, both locally and from further afield. Bob and Pat Ashton constructed a splendid grotto in the lecture theatre. Felix '41 was the service bus on the Saturday, bringing in a good load from Doncaster Station and numbers were further swelled by a party from a primary school in Liverpool, who later wrote us a very nice thankyou letter. It is good to know we are doing things right for a change! The Sunday's bus service was provided by SYT using their preserved ex-Rossie Motors Daimler CVD6 220 AWY; thanks to Andy Louth, SYT's volunteer driver.

The Sandtoft Christmas Party took place on the Saturday night, in the lecture theatre, with transport films for entertainment....and 9 gallons of Stock's Select Bitter for refreshment.

Vehicles receiving attention during the period included Bradford 735, Cleethorpes 54, London 1201, Sheffield 754 and York Pullman 64. The latter has now gone off site, to Boughton, for its year of hibernation and has been replaced at Sandtoft once again by Tony Peart's other resplendent 'Regent III', Doncaster 122.

The HMP Lindholme working party finished in December; very many thanks to Dennis Patterson-Pipe, who instigated the scheme and supervised the workers throughout; they certainly kept the museum tidy and improved the appearance generally.

January and February are traditionally the time of little activity at Sandtoft, with just a hard core of workers on site most weekends. The overhauled engine for Bradford Panther 512 has returned and will be fitted when the chassis has been cleaned and painted. A gas welding set has been purchased for the workshop and has already been put to good use. Thanks to Tony Turner, who was instrumental in obtaining the set.

Doncaster 'Tiger Cub' J33 has moved temporarily to the Cobalt Scheme's Sheffield premises, where restoration to the purple stripe livery continues. Once restoration of the bodywork is completed, the vehicle will return to Sandtoft, where it will be prepared for MoT test and rallied after many years' painstaking neglect.

..... ATTENTION MEMBERSHIP SECRETARIES OF CONTRIBUTING SOCIETIES
We rely on you to tell us who our affiliated members are. Please update us promptly at end of March, June, September and December, with accurate information to ensure only the right people receive Sandtoft Scene and other official circulars thus avoiding waste.