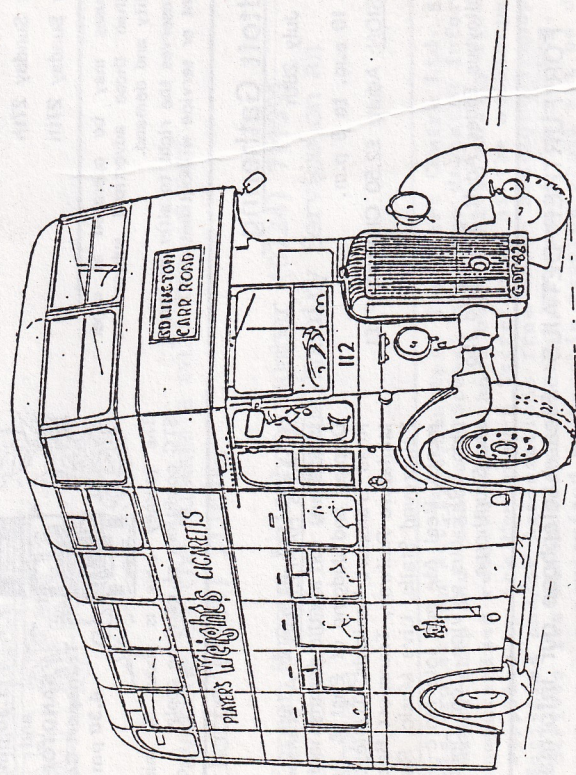

SANDTOFT SCENE

No. 16/17/18 January/April/July 1991.

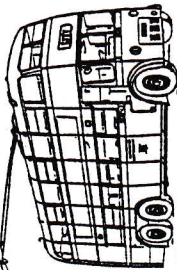


The Sandtoft Transport Centre Magazine

ALL SANDTOFT WORKERS PLEASE NOTE

THIS INFORMATION

Trolleydays



August Sunday Trolleydays
August 4th, 11th, and 18th
Late Summer Holiday Sunday and Monday
August 25th and 26th
September Sunday 29th
October Sunday 27th
October Sunday 27th

Trolleybuses may be operated at other times than those advertised subject to availability and demand.
 S.T.C. reserves the right to alter or cancel any event or service without notice.

Sandtoft Gathering

Sunday July 28th

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

ADMISSION: Adult: £2.50 Child/OAP £1

All Trolleybus Rides Adult 30p Child 15p



FOR FURTHER DETAILS Please telephone our information line

0724 711391

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

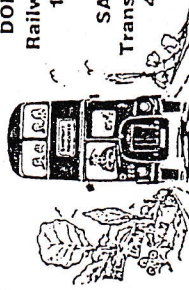
OPEN 12 noon to 6 p.m.

Admission £1.50 Adult
 .80p OAP/Child
 £4.00 Family in car

All entitled to one FREE Trolleybus & Miniature Railway Ride.

FREE service operates on all TROLLEY LEWDAYS at the following times: from:

DONCASTER
 Railway Station
 1.30 pm
 and
SANDTOFT
 Transport Centre
 4.30 pm

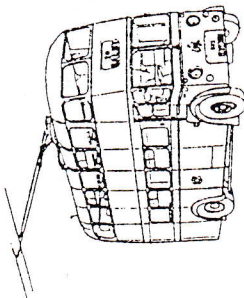


The journey time is about 30 minutes.
 STC conditions of carriage apply.

EDITORIAL

The prolonged delay in publishing 'Sandtoft Scene' is entirely my fault and I must apologise most profusely to everyone. There are not a few who have voiced their disgust at not being kept in touch. Others, we know not how many, will have reacted with their feet. My only excuse is that since before Christmas my employment (I am currently still fortunate to be in work - most folk connected with the building industry have it very hard at present) has taken up many lunchtimes and evenings (when I would ordinarily prepare 'Sandtoft Scene') and there are other demands on my time, some connected with trolleybuses and bus preservation but not affecting Sandtoft. Unfortunately, Sandtoft operates with the usual few doing the lot and here was an occasion where the net broke under the strain.

This issue has been cobbled together for publication before the Gathering. I fully intend to prepare another bumper issue for publication in October - 1991, that is!!



J. R. WHITEHEAD.

The Payphone in the Museum's call box is now Scunthorpe (0724) 711846.

The former Museum telephone number (0724) 711391 is now connected to a Museum Enquiry Service on an Answerphone.

Under the Data Protection Act, 1984, Sandtoft Transport Centre Ltd. gives notice that membership and 'Sandtoft Scene' magazine despatch information is held on computerised records which have been derived solely from information supplied by the Membership Secretaries of the unincorporated affiliated Societies and/or Associations from which Sandtoft Transport Centre Ltd. derives its membership. Sandtoft Transport Centre Ltd. undertakes that such computerised membership records shall not be divulged to any outside agency or individual.

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scene at sandtoft

Jim
Sambrooks

Picking up from when this column last appeared, (long ago, in October last year), the Felix/Sheffield Groups had a Working in the autumn, with vehicles of both groups receiving attention. At the same time, the Doncaster service bus, 206, was prepared for and passed its MOT test, making it the sixth to be passed by Polar of Barnsley in the year.

Unfortunately, due to adverse weather on Sunday, 5th December 1990, (vast quantities of snow), the first Sandta Day had to be cancelled. The second, the following Sunday, 16th, turned out to be quite enjoyable and was reasonably well attended, although not well enough to cover its operating costs. Brian Wharton again performed the honours as Father Christmas (having been taken to task over my wording last year), assisted this year by Alison Rowe as Peter Pan. Sincere thanks to both Brian and Alison and also to Bob and Pat Ashton, who spent many hours converting the Lecture Theatre into Santa's Grotto. Bradford 834 was the only trolleybus in service, suitably decorated for the occasion. Sadly, the Board have since decided that as Sandta Days usually run at a loss, which negates the hard work put into them, that they shall be discontinued for the time being. We were beginning to feel that we were contributing to a need in the local community but one of the local garden centres has jumped on the bandwagon for commercial gain, so we will leave them to it.

It takes more than bad weather to keep the Felix-Sheffield lads away and work started on the exterior restoration of "Dinky Villa", ex-Felix 40, the AEC 'Reliance'/Roe 'Dalesman', which had been converted to a mobile caravan by its previous owner. Felix 41 was used by the group for an Eggborough & District pub tour and Sheffield 754 made a day trip to Reverley. A design modification to the depot door rollers was also developed and carried out on some of the doors at the western end of the building but there are still problems to overcome. As a result, a good many doors are even now still sandbagged at the bottom to prevent them flapping in the breeze. There are also problems with the new bottom tracks (on which the rollers roll) in that some are in a sinking which fills with rain and does not drain. The problem arises because a standard measurement was taken from the top track to the ground. Unfortunately, what was not taken into account was the fact that over the years the top track has dropped in places and is not a set distance above ground. When, in the end, the problems with the door rollers and bottom tracks are sorted, it is proposed to completely overhaul the doors. This work will involve removing the corrugated iron cladding, rust treating and painting the framing and refixing/renewing the cladding including adequately fixing to the framing. Renewing cladding which is going rusty with new is seen as more effective and less of a drain on labour in the future than trying to cope with deteriorating sheets by painting as this would be necessary fairly regularly.

Arriving at the museum towards the end of 1990 was Cleethorpes 63, a Roe-bodied Crossley now owned by Dave Eddlestone. For many years this vehicle has been allowed to deteriorate, to the extent that it is now rather an eyesore. As if Sandtoft did not have enough eyesores of its own, the museum was in this case, as it has been in others, offering itself as a safe haven to avoid the likelihood of a vehicle becoming so much of a drain on its owner that there was a possibility that it would have to be scrapped.

SANDTOFT TRANSPORT CENTRE

BOARD OF DIRECTORS 1990-1991

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Maidstone, ME14 2AJ

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Tonbridge, TN9 2LZ

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ELECTRICAL DISTRIBUTION :

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BOOKSHOP :

vacant (c/o M. COATES)

VEHICLES & EXHIBITS :

I. WILSON

SITUATION VACANT: Anyone able to undertake the job of BOOKSHOP MANAGER is asked to contact the Financial Director (address above)

GATHERING VOLUNTEERS of all types are asked to make themselves known to Philip Jenkinson at the Museum prior to the Big Day

that whenever the public is involved, the general appearance of such premises as ours is very important. There are obviously a thousand and one jobs to be done at the museum - jobs which should by rights be done by Sandtoft's membership. Since Sandtoft's active membership cannot cope, it is as well that HMP Lindholme working party has been resurrected. It means, too, that there is a presence on site during the week.

Progress towards mains electricity traction supply has been rather slow. The generator house requires completion of the building work, in particular roofing over and putting a door in the rear of the depot, as well as a minor amount of work associated with the various switchboards. Steve Harrison's personal circumstances have precluded much progress in this direction. Other work comprises the installation of feeder cables to and from the section boxes and up the traction pole to the overhead, which is all down to Andy Feather, who has not been able to progress things much for lack of most of the materials. Not so much a length of steam pipe but its transport was a problem for quite some time. Now it is the urgent need of some knife switches for use in the section boxes.

The first Trolleydays of the season fell, as usual, at Easter and a fairly reasonable public attendance was recorded. Wilfreda Beehive loaned their preserved ex-Darlington Daimler 1035 for the weekend and it was used on the Doncaster service and for the Isle of Axholme tours, with duplicates operated by Sheffield 754 and Felix 41. Charlie Bullock, a five-pot Gardner and crash gearbox fan, could not believe his luck when asked to drive it down the runway and kept repeating "Wonderful friend" for the rest of the afternoon!

In mid-April, Reading members safely retrieved the 13 traction poles which had been promised some time ago. The project went almost like clockwork and the poles were delivered to the museum only a week later, at very little cost, let it be said. In passing, a word of thanks should be said to Roger Clark, who very much aided the reclamation of both lots of poles from Reading and those from Bradford by financing the acquisition of a Ford Transit van in which to keep and transport the plant and equipment and for shouldering the financial loss when the van was sold after the latest task was complete, about a year later than anticipated.

The May Bank Holiday Weekend turned out to be another reasonably successful Trolleyday, although the writer was away on holiday in Scotland at the time, so is unable to give an account. The Late Spring Bank Holiday, at the end of May, was very nearly a disaster to the museum due to an acute shortage of staff to run anything, particularly on the Sunday, which was the same day as the AEC Society's Moolton Park rally at Nottingham, to which a goodly number of Sandtoft stalwarts went - and why not after all? 206 was found to be stuck in reverse, and the driver, complaining of a stiff neck, refused to operate the service as outward route in reverse!! Thankfully, the Sheffield Transport Group came to the rescue (once again) and allowed us to use Sheffield 754 instead, one-manned. The two trolleybuses used in service that day, Bradford 834 and Teesside 1291, also had to be one-manned. More to the point, the catering in the Trolleyshop had to be put out to contract and Janet and John (from Stainforth) provided the service. It surely is a very poor show if Sandtoft cannot even manage to staff its own functions. It was 'high tide' in the Gents on the Monday, caused by 'Cedric the Cesspit Monster'. Fortunately, this was sorted by Barry

The museum does still attract criticism to the effect that it is supposed to be a museum, not a dump for old buses and there have been at least two separate instances of utterances to this effect made by casual visitors which have been overheard. Whilst not condoning keeping a large collection of unrestored 'wrecks', there are two ways of looking at the problem. One is that Sandtoft might not be able to afford the luxury of not having eyesores because they still bring in an income, viz., rent; the other is that Sandtoft must offer a safe haven facility, certainly to trolleybuses, possibly to motorbuses (especially those with local connections) and even to other types of vehicle - but only as a temporary expedient whilst the owner looks elsewhere for a more permanent home. What is now being actively discouraged is the use of Sandtoft as a dump by enthusiasts who have bought their bus (the easy bit), pay up the rent regularly, but fail miserably to ever do anything to their vehicle from one year's end to the next. The Board does not know whether or not there is a good reason for no progress unless it is told. All too often, or so it seems, there just are not any plans to do anything. Most preserved railways seem to be able to muster a siding or two of fat - disassembled locos, nose-to-tail, goods wagons, unrestored items of coaching stock, cranes, undefined objects under tarpaulins, etc. What is different about Sandtoft?

Tony Peart's York Pullman 64, which quite obviously is not in the above category, has once again returned to Sandtoft, changing places with Doncaster 122, thus becoming this year's Sandtoft flag flyer at the many rallies being attended. Many thanks to Tony Peart for this gesture.

At the end of 1990 and beginning of 1991, vehicles receiving attention at the museum included Maidstone 56, Cleethorpes 54 and Bradford 735. The latter went on a test run on 27th January 1991, its first under power for some five years, which certainly boosted the spirits of its owner, Robin Kitson, and his partner, Tom Lister. The latter has done much of the restoration work but had not until then seen 735 under power. It was subsequently booked into the workshop over the week 10th-17th February 1991 for paint stripping the exterior upper panels.

Doncaster 33, the Roe-bodied Leyland 'Tiger Cub', which left the museum a year ago for restoration at Cobalt's premises, in Sheffield, returned to Sandtoft at the end of January 1991. Under the supervision of Mick Burks, the Cobalt trainees have done a splendid job turning a sadly neglected vehicle into a beautifully finished one. She wears, of course, Doncaster Corporation Transport's final livery of red with purple stripe edged in white and returned to Sandtoft fully repainted externally and lettered. Work commenced almost immediately by DOLRS members preparing the vehicle for MoT, with plans to follow this with tidying up the interior.

Mid-March 1991 saw the usual preparation and testing of trolleybus rolling stock for the ensuing season. A smaller team than usual this year tested Maidstone 56, Doncaster 375, Huddersfield 631, Reading 193, Teesside 1291 and Nottingham 506, most of which passed after minor adjustments. Bradford 834 was receiving attention to its brakes at the time but was later tested and passed.

The HMP Lindholme working party has returned to the museum this summer, again under the supervision of Dennis Patterson-Haig. Its immediate tasks have been much needed site clearance and tidying up, grass cutting and gardening. It goes without saying

Marshall, our resident plumber, who happened to be to hand. Non-active members will doubtless note that there are all kinds of little tasks which crop up over a weekend at Sandtoft and wouldn't it be nice once in a while to come and take part!! Where else can one stir the turds in a cesspit and be proud that you have done a bit for Sandtoft! It isn't strictly to do with trolleybus preservation but it is to do (loosely, so to speak) with running a museum.

More recent vehicle preservation news is that Bradford 735 has had much paint stripped ready for repaint, whilst Cleethorpes 54 has had its roof hoops removed, de-rusted, welded and re-fitted, along with other smallish body jobs. A start has also been made on painting Feaside 2 (latterly 1262) into its original TRTB green livery but work has stopped on this for the time being in favour of Rotherham 44, which has received a new canvas roof cover and is being repainted. What a pity the owners of Rotherham 37 do not do likewise. Any work on local area vehicles is to be commended and we really ought to strive to have all Doncaster, Rotherham and Grimsby-Cleethorpes vehicles active as a matter of urgency. Work continues on the upper deck interior of Nottingham 493 by owner Andy Thornton, while Maidstone 72 has had its wiring checked out and is believed to be almost ready to be returned to service. The exterior re-panelling of the 'Dinky Villa' (alias Felix 40) has been completed and thus is ready to receive its cream and maroon livery. Sheffield 754 has received almost constant weekly attention which has resulted in an interior repaint. Both Doncaster 33 and Doncaster 55 have received some mechanical and electrical attention and should not now be too far away from passing MoT tests. Finally, and rather sad to have to relate in some ways, Felix 42, the AEC 'Regent V', has been removed from Sandtoft by its owner. Also departed is Cleethorpes 63, the Crossley, which David Eddlestone has been forced to sell for purely economic reasons to a new owner in the West Midlands. Sadly, both vehicles had local connections.

BOARD REPORTS

Informal Forum 27.10.90.: Put on as an experiment, which it is considered is worth repeating yearly, it was intended to give a facility to members active at the museum to be able to meet Board members for informal discussion about the development of the museum, all of which was not possible at the AGM, which was purely a business meeting. Whilst attendance was not staggering, it was certainly a worthwhile exercise and museum workers were also able to learn about the Board's proposals to develop the museum.

Meeting 17.11.90.: Business was mainly a tidying up operation prior to the AGM that afternoon. Mr.G.Warner had written saying he did not wish to continue as Canteen Manager during the ensuing year and in similar vane Mr.M.Coates had also intimated that he did not wish to continue as Bookshop Manager. Peter Whitehead had carried out a computerised survey of the museum premises aided by Christopher Whitehead, which will be of great use when planning the future development of the museum. Despite intentions, a proposed meeting with Sandtoft Miniature Railway to discuss their involvement at Sandtoft, the future and a possible steam event at the June 1991 Trolleyday, had not taken place.

AGM 17.11.90.: All business was dealt with extremely swiftly, as a result of which the Board of Directors remained unchanged for the ensuing year. The swiftness surprised everyone present. As a result, an informal discussion on

matters concerned with the museum was conducted and, let it be said, resulted in some constructive points warranting the Board's further consideration.

Meeting 12.1.91.: Much of the meeting was taken up with discussions concerning the finances of the museum and its Income and Expenditure Budgets for 1991/92. Major expense will be in connection with Mains Traction Supply, which, it is anticipated, will be achieved this year; together with an urgent need to repair the Trolleyshop roof. There had otherwise been little progress developing the Business Plan to obtain grant aid from Boothferry District Council. Considerable discussion took place regarding 1991 events because, contrary to earlier plans, it was now felt that there was insufficient time to properly arrange themes for some of the earlier Trolleydays. However, it was decided to proceed with the October Trolleyday being operated as a Doncaster Day. As no one was able to spend time organising it, a proposed Continental Day at the September Trolleyday would not now proceed this year. Similarly, plans for the June Trolleyday to be run as part of a Steam Day were also abandoned as organisation by Sandtoft Miniature Railway seemed to have evaporated. Let us hope that by starting to plan 1992 events from late summer 1991 onwards, some interesting proposals will be sufficiently advanced by the end of the year to be certain to be adopted. Following consultation with members who had been actively involved in preceding years, it was reluctantly decided to discontinue the Sandta Days due to their poor financial performance. Further, it was also decided to discontinue opening officially to the public on Gathering Preview Day as a Trolleyday. It was, however, agreed to progress urgently with plans for proper admission tickets through Bob Ashton.

The Board otherwise discussed vehicles. The Reading Area Group of the British Trolleybus Society had advised that it intended to replace their 'Regency Hotel' (ex-Bradford bullnose AEC 'Regent III') with an ex-Reading AEC 'Reliance' already professionally converted to a Councilors' Surgery Bus and to remove from the museum when it arrived, the ex-Smiths of Reading AEC 'Reliance' coach JRD990, thereby reducing further the 'non-local interest' PSV residents at the museum. The 'Regency' would be offered initially to STC as a caravan or store but subsequently for disposal for preservation or spares. It was recorded that William Staniforth's Dennis 'Mace' would occupy the undercover space allocated to Doncaster 33 until the latter returned to Sandtoft but would be expected to vacate the space forthwith and be removed from site. The poor condition of David Edelstone's Cleethorpes 63 on arrival at the museum was of some concern and it was agreed that he should receive a reminder of the terms under which both Cleethorpes 63 and Rotherham 44 were given sanctuary at Sandtoft until 31st March 1991 and that any extension beyond that date was dependent upon active preservation being progressed. Most certainly it is not the intention to single out David Edelstone but the board is anxious to reduce the number of vehicles stored outside to a minimum but not to lose (a) trolleybuses or (b) motorbuses and trolleybuses of local interest. On the other hand, it is not the desire to be seen to be entirely unsympathetic when a safe haven is required urgently by an 'outsider'. Unofficially, the scope of the museum is being 'rationalised' by natural wastage' down to (i) trolleybuses and (ii) motorbuses of local interest. Nevertheless, the Board also want to see reduced to an absolute minimum vehicles which appear to be nothing more than 'dumped' - never mind whether rent is paid or not - and to this end they are endeavouring to establish owners their intentions regarding restoration. Sometimes, of course, there are legitimate reasons why there is a delay in restoring a particular vehicle but we really do not want to be host to vehicles which are neither looked at nor looked after by their owners.

Meeting 16.3.91.: Largely as a result of a change in David Brown's personal circumstances in that he is unlikely to remain at his present address and therefore unable to receive telephone enquiries on a now

well-publicised number, it was decided as a matter of urgency to arrange for a second telephone line to be provided at the museum and to purchase an answerphone instrument in order to provide an information service for the public. At the same time, Bob Rowe was anxious to reduce the number of enquiry telephone calls received both at home and at work. It was decided that as the existing call box number was already fairly well known (and in the phone book) this number would be connected to the answerphone and the new line would be connected to the existing payphone.

Dennis Patterson-Haig had intimated that he would be willing to reconvene HMP Lindholme Working Parties subject to agreeing satisfactory arrangements. The Board are able to see certain advantages to having Lindholme working parties back at the museum and agreed to a three month trial conditional upon some mutually acceptable and sensible conditions. A suitable shed which can be called a base by the men will be required.

Discussion took place on various options available for advertising the museum, particularly in the North of England and Yorkshire in particular. The Gathering '91 sub-committee had been convened and arrangements were already being formulated. There had been no further progress with the Business Plan or with the Mains Traction Supply project. Further discussion took place regarding reducing further the number of vehicles accommodated in the open at the Museum, this time relating to vehicles which are neither buses, trolleybuses or ancilliary vehicles. It was also agreed to clarify all matters relating to the new PSV/PCV driver licensing regulations in relation to their effect at Sandtoft with the Traffic Manager.

Meeting 4.5.91.: It was reported that Felix 42 (AEC 'Regent V') had been removed from the museum and that Cleethorpes 63 had been sold by Dave Edelstone and would be leaving the museum for a new home (understood to be in the West Midlands) by the end of June 1991. Sadly, of course, this amounts to the net loss of two vehicles of local interest. However, the Felix 42 was one of the vehicles considered 'dumped' at the museum and the cause of much anguish to so many to see such a fine vehicle deteriorate, especially when there were certain individuals very keen to buy the vehicle and change its luck. One hopes its future is secure. There was still no progress to report on the Mains Traction Supply project, due to the considerable difficulty being experienced in contacting Steve Harrison following a change in his personal circumstances. Plans for Gathering '91 continued to proceed well and a general publicity policy had been developed, whilst some welcome news had been received from Boothferry District Council regarding the Business Plan. It was agreed that John and Francis Whitehead would investigate what could be achieved in response to the amount of grant being offered.

MAINS TRACTION SUPPLY PROJECT - EXCITING NEWS

Since various items in this issue of 'Sandtoft Scene' were prepared, it so happens that Steve Harrison was able to see the Yorkshire Electricity Board at the end of June and there is only a need for a 10 day lead-in between placing the order and being connected provided Steve can put in a days' work finishing off the distribution boards. In the meantime, the steam pipe delivered to Sandtoft has been fitted to the new feeder pole and all that Andy Feather needed were some knife switches for the section box and about £600-worth of new cable. We could be on by Gathering!

DONCASTER MOTORBUS No. 112 GDT 421. Built 1949, Daimler CVD6 Chassis, Roe 53 seat low bridge body.

Originally entering service with Doncaster Corporation Transport in June 1949, 112 was sold to Rossie Motors in 1957. It was withdrawn from service in 1971 and sold for preservation. In 1987 ownership was transferred to Doncaster Omnibus and Transport Club, Doncaster.

Grateful thanks to Martin Nimmo for coming to the rescue at the twenty-third hour to ensure deadlines were met after our printout machine went naff on the home straight.

VEHICLE ARRANGEMENT IN DEPOT 1991/92

The front of the depot is to the left hand side of the page

| | | |
|------------------|-----------------|------------------|
| Felix 41 | Doncaster 55 | Electrics |
| Sheffield 754 | Sheffield 1357 | Doncaster 112 |
| Doncaster 33 | Doncaster 94 | Notttingham 367 |
| Doncaster 122 | Doncaster 22 | Cardiff 262 |
| Doncaster 375 | London 1812 | Notttingham 466 |
| Bradford 834 | Bournemouth 99 | Huddersfield 541 |
| Maidstone 72 | Walsall 872 | Reading 113 |
| Maidstone 56 | St Helens 387 | S. Shields 204 |
| Limoges 5 | Metro Reading | Derby 175 |
| | TW | |
| Aachen 22 | Notttingham 802 | Mexborough 34 |
| Notttingham 493 | Notttingham 578 | |
| Notttingham 506 | Notttingham 137 | |
| Derby 224 | Rotherham 44 | |
| Bradford 735 | Walsall 342 | |
| London 1201 | Liege 425 | |
| Teeside T291 | SMA 5 | |
| Reading 193 | Grimsby - | |
| | Cleethorpes 159 | |
| Glasgow TB78 | Douglas 63 | |
| Huddersfield 631 | Grimsby 81 | |
| Cleethorpes 54 | York Pullman 66 | |
| Bradford 558 | | |
| Doncaster 206 | | |

could be

THE 1950's SEEN AT SANDTOFT - ... BUT WITH YOUR HELP.

Everyone is reminded that we want to establish a 1950's flavour at Sandtoft in the form of a street scene befitting our trolleybus and bus exhibits. In the last edition of 'Sandtoft Scene' (if you can remember that far back) we appealed for help and information in acquiring a whole host of items. Well, Francis Whitehead (address on page 4) is still hoping to hear from you on the subject, so come on, let's make our dreams come true.

VEHICLE OWNERS - Have you completed and returned your Vehicle Detail Request Form to Francis Whitehead yet???

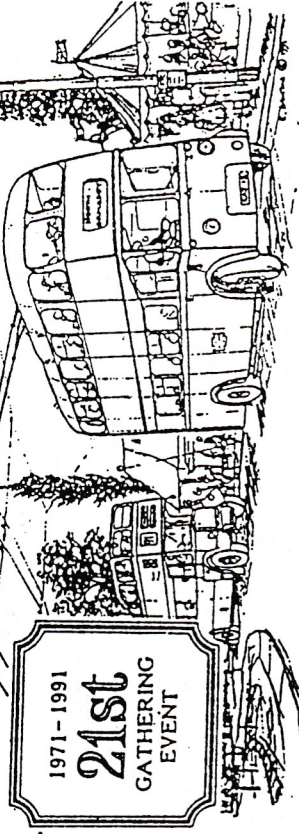
SANDTOFT FORUM *1991 - Saturday 26 October 1991.

The Board of Directors cordially invite members, particularly those active at the museum, to an informal meeting in the Lecture Theatre commencing at 2.30 p.m. to discuss the past season and to plan ahead for 1992, 1993 and beyond for the future benefit and development of the museum. Please do come along and give your views.

SANDTOFT GATHERING '91

SUNDAY 28th JULY 10AM-6PM

SPONSORED BY BUSES



A Transport Miscellany for all the family at

SANDTOFT TRANSPORT CENTRE

Near Doncaster, South Yorkshire

Attractions:

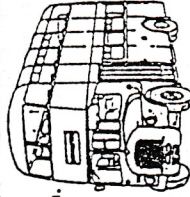
- St. Leger Road Run - 11 a.m. from Waterdate Car Park Doncaster to Sandtoft Transport Centre through the site of Axnolme
- Vehicle Display and Judging
- Sound & Vision Shows
- Miniature Train Rides
- Real Ale Bar
- Transport Bazaar
- Motorbus Tours
- Fairground Stalls
- Trolleybus Rides
- Live Music
- Refreshments
- Morris Dancers
- Brass Band

ADMISSION - ADULT: £2.50 CHILD/OAP £1

TO GET THERE SPECIAL FREE BUSES

From Doncaster: Railway Station 10.30a.m. and half-hourly until 1.30p.m. Returning from Sandtoft T.C.: 3.30p.m. to 6.00p.m.

From Southorpe: Bus Station 1.00p.m., Railway Station 1.05p.m., Berkeley Circle 1.10p.m. picking up at Gunness, Keadby, Crowle Road End and Belton, returning from Sandtoft T.C. 4.30p.m.



BY CAR - M180 to exit 2, A161 to Belton and follow 'Sandtoft' signs. FREE parking

A FREE bus service will operate to the FREE car parking areas.

ENQUIRIES: Send s.a.e. STC Gathering, 74 Cusworth House, St James St., Doncaster, DN1 3AZ.

S.T.C. RESERVE THE RIGHT TO CANCEL ANY OR ALL THE ABOVE EVENTS

..... 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.