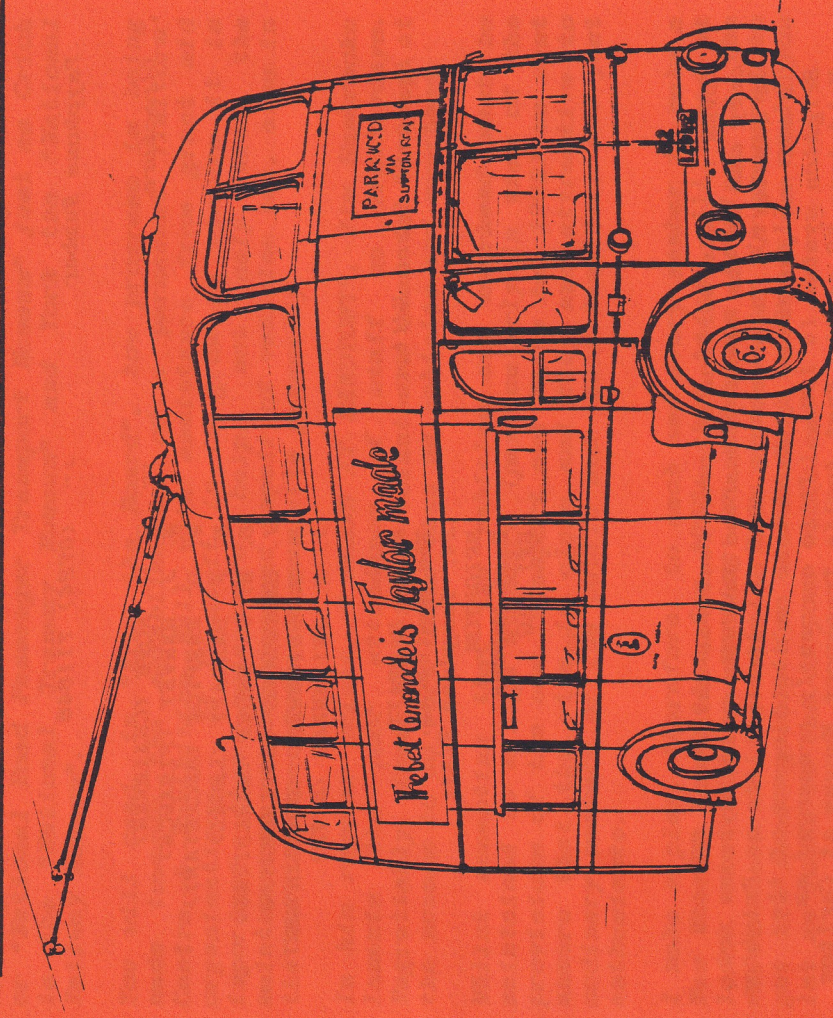

SANDTOFT SCENE

No. 20

OCTOBER

1992



THE

SANDTOFT TRANSPORT CENTRE

MAGAZINE

**SANDTOFT TRANSPORT CENTRE LIMITED
INFORMATION**

Sandtoft Transport Centre Limited is company limited by guarantee and is a registered educational charity.

Registered Company Number :- 1747475

Registered Charity Number :- 514382

Registered Office :- The Museum Premises,
Belton Road,
Sandtoft,
South Humberside.

Information Number :- (0724) 711391

Payphone Number :- (0724) 711846

Directors

:- R. G. ROVE (CHAIRMAN)
M. J. HARVEY (FINANCE)
R. D. RAMPTON (SECRETARY)
M. F. BARRATT (LEGAL)
D. M. J. BROWN (MARKETING)
J. SAMBROOKS (ENGINEERING)
F. R. WHITEHEAD (DEVELOPMENT)
J. R. WHITEHEAD (SITE)

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COVER :- This edition's cover features Maidstone 52, the only one of the three preserved Maidstone trolleybuses not at Sandtoft. This vehicle (LCD 52) started life as Brighton 52 and was purchased by Maidstone on the closure of the Brighton system in 1961. It is currently preserved as Maidstone 52 at the East Anglia Transport Museum at Carlton Colville, Suffolk. Preserved at Sandtoft are Maidstone 56 and 72 (both original vehicles to the Kent system).

EDITORIAL

It seems no time at all since I was writing my first editorial for the July edition of SANDTOFT SCENE but, as you will read in this current edition, so much has happened at Sandtoft since then, besides the Gathering.

Sandtoft has great potential to grow into one of the premier transport museums in the country and we should all be working towards making Sandtoft not just the "Home of the Trolleybus" but the accredited "National Trolleybus Museum" or "National Road Passenger Transport Museum" just as Crich is the "National Tramway Museum" and York the "National Railway Museum".

You will read, in "From the Board", how progress is being made towards the establishment of a permanent Visitors' Centre & Exhibition Hall with assistance from grant aid organisations. If Sandtoft is to grow in stature it is important that volunteers help, not only with the maintenance, restoration and repair of vehicles but, also in the maintenance of the museum site generally.

In his regular column, "SCENE AT SANDTOFT", Jim Sambrooks laments the poor attendance of staff on Trolleydays. Regrettably, fewer and fewer volunteers seem to turn up at the museum to do work other than on vehicles and overhead.

Whilst accepting that the vehicles and overhead must be maintained to a high standard (particularly in view of the provisions of the new Transport and Works Act 1992) we must ensure that the site is clean and tidy and attractive to ordinary members of the public and their families; not just enthusiasts.

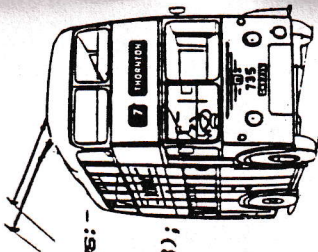
I make a plea, therefore, to each and every member to make a New Year's Resolution for 1993: that he/she will spend at least one working morning or afternoon helping in the maintenance of the site. Even your editor is prepared to get his hands grubby for the cause!! After all, would you let me loose on one of your vehicles!

Michael F. Barratt

FROM THE BOARD ROOM

(Your own "fly-on-the-wall" account of events at the Board Meetings)

Since the last edition of SANDTOFT SCENE there have been two further meetings of the Board of Directors (Nos 58 and 59), at Doncaster and Dorking, making a total of five meetings since the AGM in November last year.



Attendances at these five meetings to date are as follows:-

R. G. Rowe (1); M. J. Harvey (5); R. D. Rampton (5);
M. F. Barratt (5); D. M. J. Brown (3); J. Sambrooks (3);
F. R. Whitehead (4) and J. R. Whitehead (5).

DONCASTER - 4/7/92 (BOARD MEETING NO. 58)

The Director of Legal Services was delighted to report that a new site lease had been concluded with Mr. Michael Dare, the landlord, for a further period of six years and that the Company was afforded full protection under Part II of the Landlord and Tenant Act 1954.

The Board noted, with regret, that the Company's Auditor, Tony Monks, was still unwell but he hoped, nevertheless, to complete the audit of the books well before the AGM and within the legal time limits set by Companies House.

The Board discussed the arrangements for having a Duty Manager available on running days and it was agreed that this role should be undertaken, whenever possible, by one of the Directors of the Company.

It was reported that arrangements for the 1992 Gathering were proceeding well and it was anticipated, subject to the weather being kind, that the event should be well attended.

A lengthy discussion took place regarding depot allocations for the forthcoming year but without any conclusion being reached. It was decided that a report should come before the Board at its next meeting in Dorking.

Concern was raised at the use of the site by third parties (ie. persons who are not members of the Company) and the issue of keys. It was agreed that this was a major problem which must be addressed fully at an early date. In the meantime Michael Barratt would prepare Letters of Indemnity in respect of third parties and a notice should be put in the immediate edition of SANDTOFT SCENE. A Board Minute was passed making new Rules in respect of site safety following the guidelines set down in the new Transport and Works Act 1992 which clearly affected Sandtoft (See Page 7 of Edition 19 - July 1992). It was accepted that the new mains supply made it even more important that safety was of paramount concern on the site.

The Director of Development, Francis Whitehead, reported that fruitful discussions had taken place with Boothferry District Council regarding the proposed Visitors' Centre and a more formal meeting was to take place in late July when Martin Harvey and Francis Whitehead would visit Boothferry and put down firm plans to aid funding. It was anticipated that one half of the total cost would be met by the Rural Development Commission, Boothferry District Council and European Community sources.

Finally, it was reported that the saga of Maidstone 72's registration mark continued and correspondence was continuing with the Administrative Receivers of Boro'line.

DORKING - 12/9/92 - (BOARD MEETING NO. 59)

It was confirmed that John Whitehead would continue to act as Membership Secretary in addition to his role as Site Director and would co-ordinate membership records with the membership secretaries of the contributing societies.

Concern was voiced at the public's easy access to the earth leakage testing box and it was agreed that this should be moved to a less accessible site as quickly as possible. It was also agreed that specific mention should be made in SANDTOFT SCENE (under this report - ed.) that no trolleybuses must be allowed to operate before they have been leakage tested and that they must be leakage tested BEFORE the trolley booms are placed on the overhead wires. This means that the vehicle must be towed to the earth leakage testing point and not driven under power.

Some members had complained about personal items having been stolen from the site and the Directors agreed that each member must be responsible for his own tools etc. and that personal items were brought on to and left on site and the owners own risk. If the owner thought he or she knew who had taken the items they should report the matter to the police for investigation.

Francis Whitehead and Martin Harvey were reported as having met with Boothferry Council with the draft drawings of the proposed new Visitors' Centre and these were approved with some amendments by the Boothferry authorities. It was further reported that a formal planning application had now gone in and this would assist the Company's application for the grant from the Council.

Michael Barratt reported that a satisfactory conclusion had been reached with the third party's insurers in respect of the damage to the front fence and that the insurance company concerned had agreed to meet all the Company's costs for the re-instatement together with a contribution towards legal fees.

It was reported that some vehicle owners' memberships had lapsed and that these would be chased up. Additionally, Letters of Indemnity would be given to all third parties, who use the facilities of the site (including contractors), for signature.

The Gathering Awards

This year the prizes were presented by Councillor Don Stewart, the Leader of Boothferry Council (the Local Authority responsible for Sandtoft and the surrounding area). Councillor Stewart, who lives near the museum site, said that his Council looks upon the Sandtoft Transport Centre as being one of its biggest tourist attractions. A photographer had been present at the Gathering on behalf of the Council, not to photograph the exhibits, but to show the number of people enjoying themselves at Sandtoft.

Although Councillor Stewart kept his speech fairly brief, he had time to tell us that he hoped to call on European Community finance to help improve facilities at the museum before expressing the hope that he would see even bigger crowds at future events.

The 1992 Prize Winners

Class	Award	Reg No	Year	Details
A Light Commercials	Crown Cup	AWW 553G	1969	Bedford dropside flat wagon
B Heavy Commercials & Fire Engines	Tim Tankard	GRH 691D	1966	AEC Mercury/ Merryweather Marquis Fire Engine
C Cars over 15 yrs	Fawcett Cup	319 GMU	1954	Morris Minor Series 11
D Commercials/PSVs Under 7 years old	Proctor Trophy	SFH 715W	1980	Scania Recovery Vehicle
E Commercials/PSVs Over 6 years old	Les Flint Rosebowl	LDS 341A	1960	AEC/PRV Routemaster, ex LT, now Black Prince, Morley
F PSV before 1950	F E Haig Memorial	KKH 650	1949	AEC Regal 111, Hull Corp.
G PSV 1950-60 inc	Ron Beale Trophy	MTL 750	1958	Leyland Tiger Cub, Delaine
H Double-deck PSV 1961 onwards	Doncaster Corp Award	WLT 737	1961	AEC/PRV Routemaster ex LT
I Single-deck PSV 1961 onwards	Skorbmas Keg Tankard	NWW 89E	1966	Leyland Leopard, ex-Todmorden
J Bedford vehicles	Vintage Bedford Clb	MPR 534H	1970	Bedford VAL/Plaxton Panorama Elite. Believed last VAL still in service.
K Daimler vehicles	Roskoss Trophy	JDC 544L	1973	Fleetline ex-Teeside Municipal transport
L Leyland vehicles	Chambers Pot	BUF 260C	1965	Leyland PD3/4 with Northern Counties body, ex-Southdown

M AEC Vehicles	Hulks Shield	LDS 341A	1960	AEC/PRV Routemaster, now with Black Prince, Morley
N Dennis Vehicles	Tate Award	LTY 352	1957	Dennis F8, ex-Northumberland
O Bristol Vehicles	B. Staniforth Coup*	TRY 122H	1969	Bristol REIL/ECW ex-Leicester (Also Ipswich 1980-87)
P Roe-bodied	Tony Peart Pot	MJD 759	1958	AEC Reliance/Roe
Q London Transport	Jasper Award	WLT 737	1961	AEC/PRV Routemaster ex-LT
R PSV under 30 seats	Butter Cup	J394 LJL	1991	Optare Starider
S Motorcycles	Needham Tr			No entries in this class
T Tractors, etc	A N Other			No entries in this class
V Preserved PSV over 9 yrs from S East	M F Barratt Challenge	MFN 949F	1967	AEC Regent V ex-East Kent
W PSV from Northern Traffic Area	CS Marshall Award	6 MPT	1962	Leyland Leopard PSU3/Plaxton New to Stansmore MS
X Vehicles over 15 yrs preserved on Isle of Axholme	Epworth Bells Award	UDT 455F	1968	Leyland Royal Tiger Cub/Roe ex Doncaster Corporation 55
Y PSV preserved in livery of a Yorks municipal	Gray's Bakery Cup	NWW 89E	1966	Leyland Leopard ex-Todmorden
Z PSV preserved in independent livery	Brickwood E H'water Tr	MTL 750	1958	Leyland Tiger Cub ex Delaine
AA Best Trolleybus in service at the Gathering	Tom Bamford Memorial	GKP 511	1944	Maidstone 56: Sunbeam W/Roe, rebodied 1960
BB STC Resident receiving most work during year	Dare Progress Cup	DKY 735	1946	Bradford 735: Karrier W/East Lincs, rebodied 1959
DD Vehicle trvllng furthest distance under own power	Goddard Cup	?	?	Eastern Counties Leyland Leopard, travelling from Ipswich
Overall Concours Winner	Sandtoft TC Trophy	LDS 341A	1960	AEC/PRV Routemaster, ex LT, now Black Prince, Morley

LETTER TO THE EDITOR

(Your chance to put over your views to the Members)

From W. S. Barlow,
Events Secretary,
Merseyside Bus Club,
West Kirby, Wirral, Merseyside.

Sir,

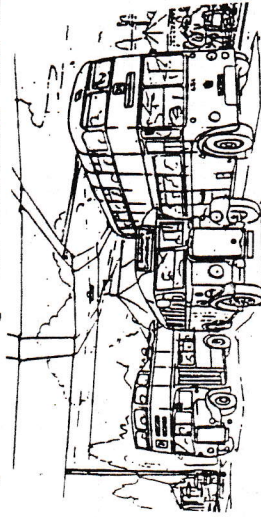
Now that our annual visit to the SANDTOFT GATHERING has again been satisfactorily accomplished, I am taking this opportunity to drop you a line on behalf of our members to express our appreciation for another enjoyable day out.

Because of the interest in your event we have reached the stage where we can no longer contemplate sending a single decker to Sandtoft - last year we had sixty passengers and this year fifty-eight!

Please pass on our thanks to all concerned for such a well organised event and please keep the formula the same next year!

Sincerely,

Bill Barlow.



TROLLEYQUIZ

Can you identify the trolleybus system by the cryptic description of its town/city in the paragraphs below? The operation is not, necessarily, contemporaneous with the hearterd the answer appears at the bottom of Page 11!

"Part of my name suggests that I am situated further south than I really am and could confuse people into thinking that I am only part of a much larger system. Another part of me would indicate that I have nautical connections which might be more accurate.

"I once had a whale of a time but my system became streamlined after my fleet had. My trolleybuses ran along a lane whose phonetic name had a bad omen for electric traction. I once had a railway station from where neither trolleybuses nor railway trains ran.

"All in all I once had a grand system and some of my vehicles were honoured with a Royal connection just like my more southerly counterpart. My name is.....????"

SCENE AT SANDTOFT

by Jim Sambrooks

Since my last report for "Sandtoft Scene" in July we have, of course, had the Gathering which takes a lot of preparation. This year all of the site drains were cleaned out as a precaution against the bad weather. It worked wonders; there was no rain all day!

Other preparation work included hiring a strimmer for a week to get the grass cut down to a reasonable level; the disposal of a skip full of scrap metal (light steel of little or no value) some of which was self generated, but some of which had been brought on to the site and, of course, the movement of almost the entire vehicle collection out of the depot and usual haunts, all of which had to be put back again afterwards.

I do not usually report on the Gathering in this column as I actually see very little of it (no I am not in the beer tent all day contrary to general belief!) but I am pleased to say that I have received a number of comments on just how good this year's Gathering was; one said it was the best yet! I would like to pass on the thanks I have received (as well as my own and those of your Board) to all those who contributed to make the day the success that it clearly was.

Vehicles in the news include Nottingham 493 (re-wired) and Nottingham 578 (interior renovation). Cleethorpes 54 has had its trolley bridge refitted after renovation to the bridge support area. Kingston-upon-Hull 217 is now receiving attention to its bodywork as is Bradford Panther 512 which has had its seats removed and work undertaken on its destination blind boxes.

I am particularly pleased to report progress on two Doncaster vehicles. AEC Regal III 22 has had some rusty steel panels removed and replaced by aluminium ones as well as attention to rot around the wheel arches and 94, the trolleybus bodied Leyland PD2, is having its platform renewed.

Sheffield Atlantean 1357 seized its engine on the way from the East Coast Run at Bridlington in June, but was able to be driven back once it had cooled down although major repairs were required. It has been said that it is impossible to remove an Atlantean sump with the engine in situ but somehow Sheffield Transport Group's engineering department found a way and 1357 received one new piston and cylinder liner and a full set of rings and shells and was back on the road for the Gathering equipped with a low water warning device.

Felix 40, alias "Dinky Villa" has spent some time in the paint shop and finally emerged in cream inter-coat.

Reading trolleybus, 181, is receiving primer to its previously stripped panels with more stripping still to be done. Bradford 706 is now in partial undercoat and Rotherham 37 is still losing paint.

Trolleydays, unlike the Gathering, have been rather poorly attended, particularly the one in mid-August. Regrettably the poor attendance at this event includes staff as well as visitors. Doncaster 55 operated the service from Doncaster Station in place of 206 which was mechanically unwell. Only two passengers were carried and these were returned to Doncaster, later in the day, by motor car. Bradford 834 was the operating trolleybus (one-man operated at that!). 206 was back in form again by the Bank Holiday weekend but I have to admit that I took that day off from Sandtoft to visit the National Tramway Museum at Crich so cannot report on the success (or otherwise) of that event.

Bank Holiday Monday is traditionally the Epworth Show and in a reciprocal arrangement with the organisers for lending us their mobile toilets for the Gathering we lend them a free bus service from Epworth town centre to the Showground. 206 did the honours with Tony Peart at the wheel and John Thimbleby "on the back". Felix 41 operated the Doncaster service and we owe our thanks to the Felix Preservation Group and the associated Sheffield Transport Group for the ready and willing use of their vehicles when 206 is not available and as duplicates on the Isle tour.

The Bank Holiday Sunday and Monday was also the British Trolleybus Society weekend and it was pleasing to see so many of the Society's vehicles on display. Trolleybuses in service were Huddersfield 631 (my favourite especially when it is considered that Huddersfield Corporation Transport could have bought "Atlantics" at that time - no offence to the owner of Kingstons-upon-Hull 217 intended!), Maidstone 56 and 72 and Limoges 5 ("Vera").

Steve Harrison, our electrical engineer, turned up and various defective vehicles were soon sorted out. The day culminated with a display of trolleybuses the likes of which I have never seen before at Sandtoft or, for that matter, elsewhere.

On the Monday, as well as 56 and 631, Teesside T291 and the two Tottingsams, 493 and 506, were also seen whizzing round the circuit, using the turning circles and the laybys; what a variety of colours!! I actually lost count of the number of vehicles moving at once as one would be parked off and then another come around the bend and then another cross in front of the other and then go round the other way and then....whee! I am out of breath just thinking about it!! (and I am reaching for the aspirins -ed!) All in all it was a magnificent spectacle.

The experimental Trolleyday on Tuesday 1st September is reported to have gone reasonably well and to have been well patronised but was seriously under-staffed (a frequent complaint - ed). It really is important that we give of our best at these functions.

Well, that's all folks until January.

See thee!

Jim



TROLLEYBUS ANSWER : KINGSTON-UPON-HULL

COMPANY NOTICE BOARD

ANNUAL GENERAL MEETING

Members are requested to note that the 9th Annual General Meeting of SANDTOFT TRANSPORT CENTRE LIMITED will be held on Saturday 21st November 1992 at Doncaster Museum, Chequer Road, Doncaster, South Yorkshire at 2.30 pm prompt.

Members should receive, with this edition of SANDTOFT SCENE, formal Notice from the Company Secretary. If you have not please contact F. R. Whitehead at 8, Riding Lane, Hildenborough, Tonbridge, Kent, TN11 9HQ immediately who will be pleased to send one on to you.

OCTOBER <YORKSHIRE> TROLLEYDAY

Members are asked not to forget the October Trolleyday which has been organised by DOLRS as a YORKSHIRE TROLLEYDAY. There will be many Yorkshire trolleybuses both running and on display and many visiting Yorkshire motorbuses are expected. There will also be the usual cavalcades, sales stands and Isle tours. So make sure you put the date in your diary - SUNDAY 25TH OCTOBER 1992.

OUR THANKS

We extend our thanks to all those who have assisted in the preparation of this edition of SANDTOFT SCENE and in particular to D. G. Chick; J. Sambrooks; F. R. Whitehead; Mrs. Julia Whitehead.

We do need more articles and news so please do send your contributions to the Editor without delay.

PUBLICATION DATES

It is intended to publish SANDTOFT SCENE every quarter with each season having a different coloured cover. The colours and publication dates are as follows: -

January 2nd	Winter Edition	(Blue Cover)
March 25th	Spring Edition	(Green Cover)
June 24th	Summer Edition	(Yellow Cover)
September 29th	Autumn Edition	(Orange Cover)

Members should expect to receive their copies about a week later.

Published and Printed by Sandtoft Transport Centre Limited, The Museum Premises, Belton Road, Sandtoft, Nr. Epworth, South Humberside.

