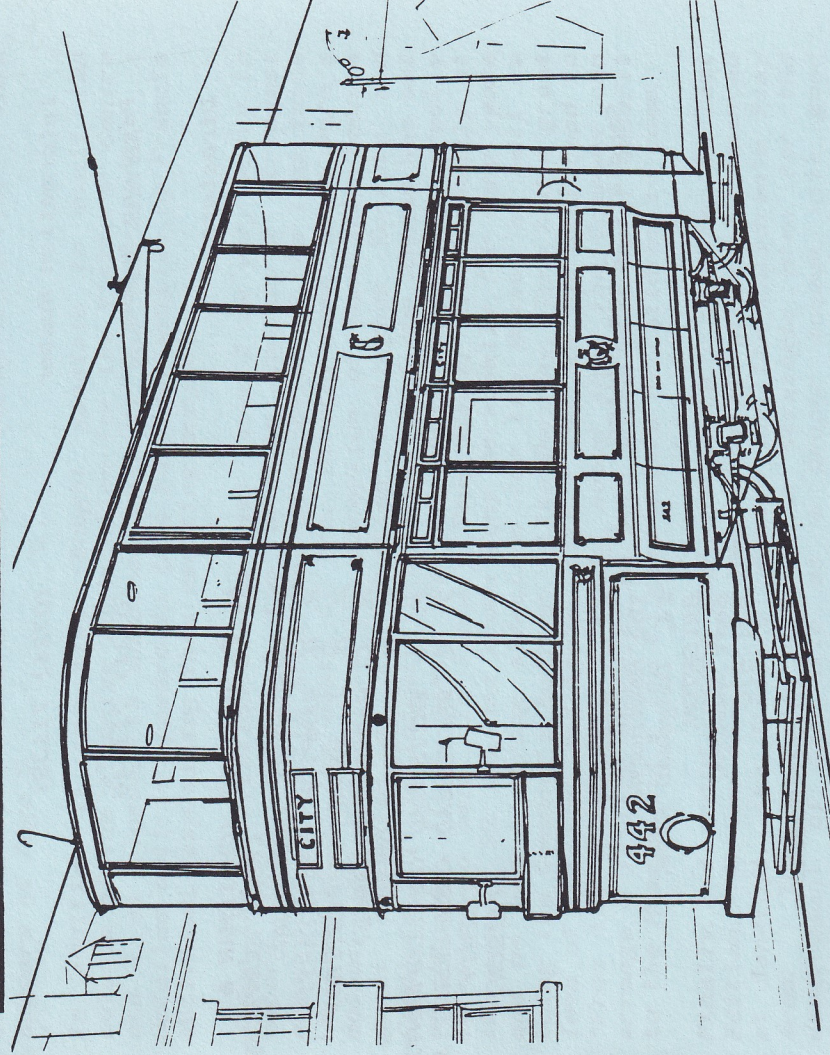

SANDTOFT SCENE

No. 21

WINTER

1993



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 : - M. F. BARRATT (CHAIRMAN &
LEGAL SERVICES)
J. SAMBROOKS (MANAGING)
R. D. RAMPTON (SECRETARY)
D. M. J. BROWN (MARKETING)
M. J. HARVEY (FINANCE)
C. N. PROCTOR (SITE)
F. R. WHITEHEAD (DEVELOPMENT)
J. R. WHITEHEAD (MEMBERSHIP &
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COVER : - This edition's cover features Sheffield Corporation Tramcar 442 which was one of a batch of trams built for Sheffield Corporation (numbered 376-450) between 1919 & 1922. The car is now used at Sandtoft as a Tourist Information Centre. A brief history will appear in the next issue.

Editorial Address : See Opposite Page

EDITORIAL

Unfortunately, I have to start this Edition's editorial with an apology for SANDTOFT SCENE not having appeared in January as was originally intended. This has occurred for a number of reasons which I think the readers should know.

Firstly, it was proved to be impracticable to get an issue out so soon after Christmas particularly as the new Board of Directors had not met since the Annual General Meeting of the Company in late November. It seemed sensible, therefore, to wait until after the Board had met in late January so that members could be made aware of the details of the new Board Members and their responsibilities. This appears at Page 5.

In addition it was also thought sensible to await the outcome of the planning application for the Visitors' Centre and I am pleased to announce that it was successful. A detailed article appears in this Edition, written by Francis Whitehead, explaining this exciting project.

Since the publication of the last issue I am very sorry to record the deaths of two of the Company's strongest supporters. Shortly after the publication of the last issue we learned of the death of Mrs. Dorothy Dare, Mike Dare's mother, who has, since the inception of Sandtoft, been a great supporter of the British Trolleybus Society and Sandtoft. It is largely through her that the Museum was set up in the first place and we shall always be greatly indebted to her. In January Tony Monks, died suddenly at the age of 59. I had known Tony personally for many years and he had a strong affection for the Museum as well as being the Company's Auditor. Like Dorothy, Tony had a great love of children and their welfare and, as you will read in "From the Board Room", it is hoped that the Company can arrange a fitting memorial to both which will be of benefit to the Museum and a joy to generations of children to come.

Finally, I would repeat the plea which I made in the last Edition. We are shortly to see two major projects commenced at Sandtoft, the Visitors' Centre and the Children's Play Area. This is all part of a strategic plan for the development of the site as a proper museum with good facilities for the public. The Charity Commission are very keen to ensure that the charitable objects of all charities are properly adhered to. Help us carry out those objects by helping to establish Sandtoft as one of the premier transport museums in this country.

Michael F. Barratt

THE NEW VISITORS' CENTRE

by Francis R. Whitehead

On behalf of the Board of Directors I am very pleased to be able to announce details of the proposed Visitors' Centre at the Museum for which planning consent was obtained from Boothferry District Council during November.

The Visitors' Centre is intended to expand the facilities we provide to the visiting public and to broaden the scope of the Museum by initiating a period street scene.

At present only a very small exhibition area is available in our Lecture Theatre building, which also houses our Information Desk. The new Visitors' Centre is intended to display a full size restored trolleybus and exhibition trolleybus chassis together with an extensive and comprehensive small exhibit display, which will include models, diagrams, display text, photographs, trolleybus components and trolleybus overhead wiring. Other side displays are envisaged which will compliment the 1950s atmosphere we want to achieve, as well as covering briefly the history of roads and vehicles generally. The Information Desk will also be re-located to the new building thus enabling the Lecture Theatre to be reorganised. On completion a new museum visitors' guide book will also be published.

The Visitors' Centre building is designed to be constructed in self-contained phases as funds permit. Whilst the south elevation will have the appearance of a small municipal building the west elevation will, ultimately, have an external appearance of a period petrol filling station, car salesroom and garage with appropriate facades using authentic materials and designs. Internally, behind the car "showroom" - which will house three period cars - will be the main display hall and will, eventually, have a first floor viewing gallery along one side which will double up to provide a further exhibition area.

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 60 and 61), both at Doncaster making a total of six meetings prior to the AGM in November last year and one since.

Total attendances at the six 1992 meetings were as follows:-

R. G. Rowe (2); M. J. Harvey (6); R. D. Rampton (6);
M. F. Barratt (6); D. M. J. Brown (4); J. Sambrooks (4);
F. R. Whitehead (5) and J. R. Whitehead (6).

Full details of the two most recent Board Meetings (Doncaster - 21/11/92 and Doncaster - 16/1/93) together with details of the AGM itself will be reported in the next issue of SANDTOFT SCENE due to the pressure of space this time. Also, at the Board Meeting on 16/1/93 the various responsibilities of each Director was agreed and is set out below together with each Director's address. In the event of any queries please address these to the appropriate Director preferably including a stamped addressed envelope if a reply is required.

CHAIRMAN & DIRECTOR OF LEGAL SERVICES - MICHAEL F. BARRATT
(Address on Page 2)

DEPUTY CHAIRMAN & DIRECTOR OF FINANCE - MARTIN J. HARVEY,
31, Brookesby Road,
READING, RG3 6LY.

MANAGING DIRECTOR - JAMES SAMBROOKS,
74, Cusworth House,
St. James Street,
DONCASTER, DN1 3AZ

MARKETING & PUBLICITY - DAVID M. J. BROWN,
71, Bishops Close,
Thorpe St. Andrew,
NORWICH, NR7 0EH.

ESTATES (SITE) & SHOP - CHRIS N. PROCTOR
41, Church Road,
Barnby Dun,
DONCASTER, DN3 1BD.

DEVELOPMENT & CHARITY ADMINISTRATION - FRANCIS R. WHITEHEAD,
8, Riding Lane,
Hildonborough,
TONBRIDGE, TN11 9HX.

MEMBERSHIP & SOCIETY LIAISON - JOHN R. WHITEHEAD,
3, Littlecote Drive,
READING, RG1 6JD.

COMPANY SECRETARY - RICHARD D. RAMPTON,
2A, Pine Grove,
MAIDSTONE, ME14 2AJ.

Having now obtained planning consent we are, at present, in the process of compiling a full specification and contract document so that firm quotations, by tender, can be obtained. Already there has been quite a lot of interest from within the construction industry. Funding for this exciting project is coming partly from the Company's own financial reserves, which Martin Harvey, our Director of Financial Services, has been jealously building up and guarding for some three years now, and partly from grant aid - from Boothferry District Council, the Rural Development Commission and the European Community.

The new building is to be located opposite the workshop and adjacent to the railway. This will maximise the use of land available without affecting the already (at times) restricted central grass parking area. The presence of a building in this position will mean that the roadway will have to be narrowed down to what is a "normal" width for British roads; but in the interests of safety, wide footways will be incorporated as part of the scheme.

Many members and visitors may have noticed that in August yellow lines had appeared on the ground where the building is to be sited. This showed that the original size of building would not sensibly fit in the space available so it was back to the drawing board (literally) for further designs. The proposed building is now narrower than originally envisaged and will be slightly re-orientated to help with the road alignment. Two traction poles will have to be planted (and in turn three will have to be removed) to enable the building to be constructed. Accordingly, two poles were dragged off the stockpile during December and they now await the attention of the "heavy gang" who will put them in the chosen positions to enable Andy Feather to re-align the existing overhead.

The new building will mean that the washing - traditionally carried out just outside the toilet block - will have to take place elsewhere. As far as the visitors are concerned this is, probably, no bad thing. The workshop road will become the new wash location and will be deemed a "no-go" area for the visitors. It is the Board's intention to ensure that the public are kept separate from maintenance and repair facilities wherever possible.

The whole development is being master-minded by me (Francis Whitehead) but that does not mean, however, that I don't want or need any help! I do!! The Contributing Societies have already approached us to see what they can contribute in terms of the provision and construction of exhibits.

I am appealing to all members to think what you, personally, can contribute towards this scheme either by way of exhibits or brawn! The intention is to establish a widely based working party, co-ordinated by me, to put together the displays. We need people with talents of every type - writers, historians, model makers, interior designers, cabinet makers, and other practical people such as painters, restorers, etc etc.

Sandtoft wants to be able to provide an exhibition on trolleybuses and road related transport that is second to none.

If you think you can help get in touch with me, Francis Whitehead, at the address shown on page 4.

**** DOROTHY DARE & TONY MONKS ****

As recorded elsewhere the Board of Directors has considered appropriate memorials to these two individuals who died recently and has agreed, in principle, to dedicate the new Children's Play Area to Dorothy and a specific piece of equipment to Tony. Both were strong supporters of children's rights and welfare and, particularly after the horror on Merseyside, we can think of no better tribute to two people who loved children and trolleybuses.

**** OUR COMPANY SECRETARY ****

Richard Rampton has declared his wish to be relieved of his position of Company Secretary to the SANDTOFT TRANSPORT CENTRE LIMITED and the Board is urgently seeking somebody to take his place. If you feel you would like to take on this role please contact the Chairman (address on page 4) as soon as possible. The Board has, also, been notified recently of the death of Richard's father and we are sure all members and readers would wish to join the Board in sending our deepest sympathy to Richard at this sad and difficult time.

FIRST IMPRESSIONS

by Alan Piatt

I had been looking forward to Sunday, 25th October 1992 for some time as your editor, Michael Barratt, had promised to take me to this Hallowed Ground known as "Sandtoft" for the Yorkshire Day. So, at 0700 hours (on a Sunday?!), on the duly assigned cold and wet day we set off from Brighton with a mutual friend, Richard Pennell (another Brighton Councillor but not of my political persuasion - ed.) Passing through the Dartford Tunnel (what a difference the new Queen Elizabeth II Bridge makes!) and up the M11 and A1 I suddenly realised that I had't got any film for my camera. "Never mind" says Michael, cheerfully, "We'll call in at Lindum Colonium" (Don't you love a smartarse! It's Lincoln to the rest of us. Ed. - The rest of this article nearly didn't get published at this point!). Having sated my camera's appetite we continue our journey past RAF Scampton where feelings of National Pride well up as we remember those wonderful Lancaster bombers of World War II.

Eventually, after a quick misty trip over the Humber Bridge, we arrive at Sandtoft. The first call is to the "Frog & Crossing" for an excellent lunch and a couple of good pints of John Smith's. The cold windswept former RAF base is alive with people and trolleybuses. Since that sad day in June, 1961, when Brighton abandoned its system, I had only seen a few quiet vehicles in Bournemouth's Mallard Road Depot. Now I was to have the chance to ride on trolleybuses again - deep joy! I was amazed at the work which enthusiasts had put in to the vehicles and the site. It was an incredible experience seeing trolleybuses and overhead after nearly thirty years and, particularly, the sight of a trolleybus moving under its own power again.

It is cold and wet so we board ex-Yorkshire Traction's Leyland Tiger 492 (HE 6762) for a tour of the Isle of Axholme. Returning to the site comes the highlight of the visit - a trip on a vehicle which was in operation on that last day of trolleybus operation, Bradford 834. Nostalgia and darkness are now sweeping over Sandtoft and when the lights are switched on the sight of these (almost) forgotten workhorses is too much for me and I just have to have a ride on the big 3-axle Huddersfield 631.

Having seen and ridden on them again brought back many memories and, frozen to the marrow, we decided it was time to make our long way back to the South Coast; but first, we had to bid farewell to Charlie Bullock who had come "all the way" from Scarborough to commentate for the event. We three from Sussex had a wonderful day out and I thank all those who had put in so much effort to make the day so wonderful for one who, before, had only his memories.

SCENE AT SANDTOFT

by Jim Sambrooks

First, I must make an apology for an error which "crept" into my column in the last "Sandtoft Scene". The Tuesday Trolleyday on 1st September has since been reported as having had more staff than visitors. I have to say that neither were much in evidence.

The October Trolleyday was, of course, the DOLRS organised "Yorkshire Day". Trolleybuses in operation were the two Bradfords, Huddersfield 631 and Teesside T291. As a result of the new power supply it was possible to run them all in procession carrying passengers. The twilight was interesting as the interior lights of those with traction lighting would extinguish and come on again as they passed under the various junctions and circuit breakers.

Visiting preserved vehicles numbered only four; Yorkshire Traction's Leyland Tiger 492, Doncaster trolley-bodied PD2 188, Doncaster's Royal Tiger Cub 43 and Rossee Daimler CVD6 220 AWY. Local operators supported the event with Yorkshire Traction sending one of its new Wright Endurance-bodied Scania saloons; SYT a Dennis Dart and Yorkshire Terrier a Scania/East Lancs. Sheffield Omnibus sent an ex-Northampton VRT with an Alexander body and Leon its last Fleetline CRL. Several processions took place during the afternoon when vehicles could be seen going round the circuit to the unmistakable commentary of Charlie Bullock. Unfortunately the event did not receive the support which it deserved as it clashed with the new "Hearts of the Pennines" bus rally in Halifax. Indeed, several of the vehicles went on to Halifax after Sandtoft. The 1993 "Yorkshire Day" is planned so as to avoid any such clash. (For a more detailed report of the 1992 "Yorkshire Day" see the article "First Impressions" by Alan Piatt).

206 was used to provide a free bus service to the Festival of the Plough at Epworth in early September. It was One Man Operated by Richard Simons who stepped in at the last minute for which we are grateful.

On the restoration front the usual vehicles continue to receive attention with Bradford PD2, 558, joining the list this time after visits from its owner Geoff Wellburn. Nice to see you back, Geoff!

The Felix Preservation Group had another of its working weeks in November when "Dinky Villa" received most attention. As the week included Bonfire Night the opportunity to celebrate it could not be missed. Various trees were lopped to provide fuel (environmentalists don't fret. They had to be pruned anyway to clear the running circuit) and some "rammel" disposed of. A grand blaze was enjoyed along with fireworks, baked potatoes, parkin, bonfire toffee and a firkin (9 gallons) of Fuller's bitter.

An additional vehicle on site is Tony Peart's other bus, another AEC Regent III. Now both Doncaster 122 and Yorkshire Pullman 64 live at Sandtoft instead of spending alternate years at the Museum. Derby trolleybus 175 saw the light of day for the first time in several years when it was positioned outside for a few days for the benefit of the modeller from Corgi Toys who are to make a model of a utility trolleybus.

News of former residents is that Felix 42 has deteriorated faster than anticipated having suffered fire damage to its lower deck during its stay in the Thorne area. It is believed to be "festering" on a farm in the Lindholme area. There is better news, however, of Blue Line Guy LJW 336. It has been fully re-glazed, re-panelled where necessary and virtually repainted in its old Blue Line livery. It is reported to be a runner once again.

The Bradford Regent (formerly the "Regency Hotel") is reported to be making good progress with its new owner, Jim Speed. Regrettably another motorbus from the same fleet, Panther 512, has not fared so well and was last seen behind the wrecker of a Barnsley breaker after its wheels and tyres had been "donated" to the Preston tower wagon (the first PD1 with radials?) Its former owner, Tom Lister, just could not cope with it but thanks all at Sandtoft who tried to help him in his insurmountable task.

Two new Bradford vehicles to arrive are trolleybuses 703 and 758. 703 is resplendent in pre-war livery lettered to celebrate 75 years of trolleybus operation in Bradford. 758 is not so resplendent. Unfortunately it has returned to Sandtoft in a sorrier state than when it left a few years ago (then in an apologetic state). It has broken windows and badly faded paintwork. It is a condition of its return that it is made much more presentable in as short a time as possible.

An historic moment occurred in January when Bradford 706 ran under its own power for the first time since abandonment of the system in 1972.

I regret to have to report that the Museum suffered two break-ins. On both occasions a car was parked across the road and the lecture theatre and traffic office entered. On the second occasion we have to thank the Gritton family who, seeing the vehicle, removed its keys (which the villains had thoughtfully left in the car) and phoned the police. The stolen property has been returned and an ex-Lindholme inmate who once worked at Sandtoft has been charged with burglarly. (Perhaps he wanted to go back inside for Christmas?). Another incident, not this time thought to be connected, is the disappearance of the air line equipment from the workshop. The police have been informed but it looks like the Company will have to purchase replacement equipment.

Finally, Dave Wadsworth would like to expand the Museum's ticket machine display and appeals to members to donate such items that they might find stashed away. Offers can be channelled through me either at my address in Doncaster (see list of Directors on Page 4) or you can telephone me on Doncaster 320753 (when I am in!!).

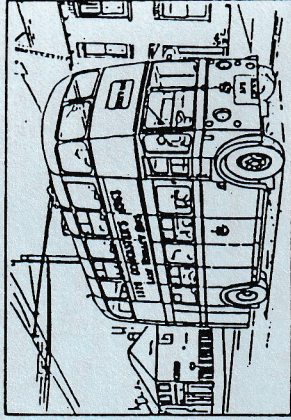
Well that's all for now folks. See thee??!

Jim

SANDTOFT '93

HOME OF THE TROLLEYBUS

1993 EVENTS



TROLLEYDAYS

- EASTER SUNDAY & MONDAY
APRIL 11th & 12th.
- MAY DAY HOLIDAY SUNDAY &
MONDAY MAY 2nd & 3rd.
- SPRING BANK HOLIDAY SUNDAY &
MONDAY MAY 30th & 31st.
- JUNE 27th SUNDAY
- GATHERING PREVIEW SATURDAY
JULY 24th.
- AUGUST 15th SUNDAY
- LATE SUMMER HOLIDAY
SUNDAY, MONDAY & TUESDAY
AUGUST 29th, 30th & 31st.
- SEPTEMBER 26th SUNDAY
- OCTOBER 24th SUNDAY Yorkshire Day

30 YEARS AGO

CONCASTER'S LAST TROLLEYBUS No. 375
RAN ON THE 14th DECEMBER 1963
SEE THIS TROLLEYBUS AND MANY OTHER
VEHICLES IN THE MUSEUM'S COLLECTION

**TROLLEYBUS RIDES
REFRESHMENTS
MUSEUM SOUVENIR SHOP
SMALL DISPLAYS & EXHIBITS
PICNIC & GARDEN AREAS
MINIATURE 7 1/2" GAUGE RAILWAY
AUDIO VISUAL SLIDE SHOWS
TOURIST INFORMATION**

SANDTOFT GATHERING

SUNDAY 25th JULY

*We are always pleased to accommodate coach tours and party visits by appointment.
Resident motorbuses frequently attend displays locally and nationally.*

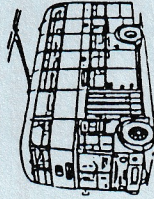
ADMISSION ON TROLLEYDAYS INCLUDES FREE TROLLEYBUS RIDES

Museum Open 12 noon to 6 pm.
FREE bus service from Doncaster Railway Station 1.30 pm on Trolleydays.
FREE CAR PARKING

For further information on Trolleydays, 1993 Admission charges, & other events
telephone the MUSEUM 24 hr. INFORMATION TELEPHONE LINE : (0724) 711391
Information updated prior to each event. (Standard telephone charge rate)

SANDTOFT TRANSPORT CENTRE

Belton Road Sandtoft Near Doncaster South Yorkshire



24 Hour Information Line
Tel: (0724) 711391

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