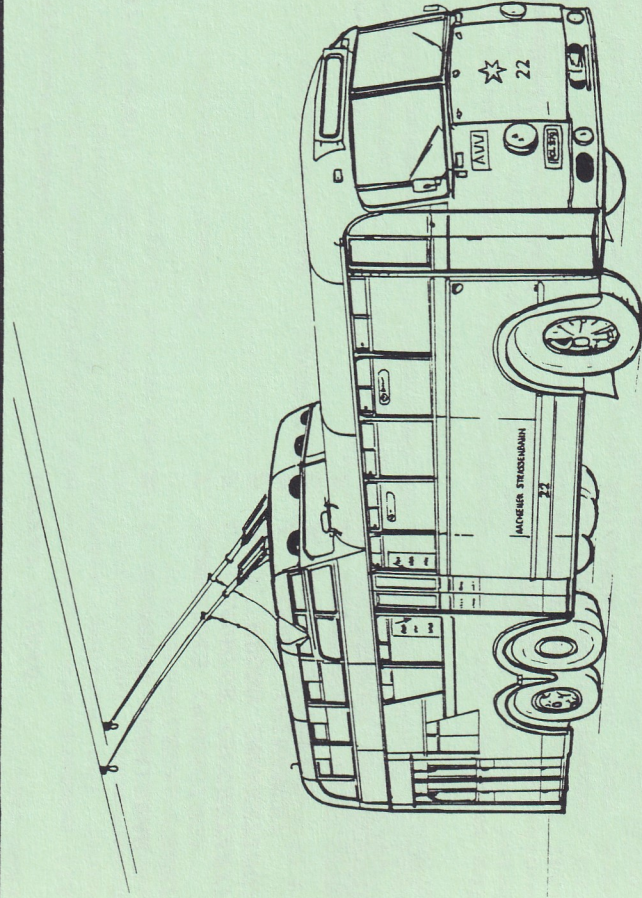

SANDTOFT SCENE

No. 22

SPRING

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)
P. L. CHADWICK (SECRETARY)
D. M. J. BROWN (MARKETING)
M. J. HARVEY (FINANCE)
C. N. PROCTOR (SITE)
F. R. WHITEHEAD (DEVELOPMENT)
J. R. WHITEHEAD (MEMBERSHIP &
LIAISON)

Sandtoft Scene Editor :- M. F. BARRATT
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BN1 5JG

Tel. (0273) 508013

COVER :- Aachan 22 (German Registration AC-L 379) was new in 1956 and placed in service with Aachan in 1957. It is the sole survivor of a rare breed and came to Sandtoft via Carlton Colville in 1973. The vehicle has power assisted steering and a public address system.

SANDTOFT SCENE : NUMBER 22 : SPRING 1993 : Editor: M. F. Barratt

Editorial Address : See Opposite Page

EDITORIAL

As space is at a premium in this Edition I am keeping my editorial comment as short as possible. I would like, however, to thank all those who have contributed to this Edition and in particular to Bob Ashton for his very interesting article on Sheffield 442. I would be interested to hear from other readers who would like to write an article about a particular favourite vehicle of theirs at Sandtoft.

The 1993 Season is now upon us and I hope to see as many members as possible up at the Museum helping in whatever way they can.

All members are asked to note carefully the points set out under the various headings in "From the Board Room" as Government legislation is affecting the preservation movement more and more. To use an old slogan :-
"See you at Sandtoft!"

Michael F. Barratt

1992 ANNUAL GENERAL MEETING

Belatedly we report the formal business of the Annual General Meeting of the Company held at Doncaster Museum, Chequer Road, Doncaster on Saturday 21st November 1992 at 2.30 pm.

The meeting, which was reasonably well attended, was given a brief resume of what has happened over the last twelve months by the retiring Chairman, Bob Rowe, who announced that he would not be seeking re-election. He reported that the Company had consolidated its position and the finances were very healthy with a good bank balance. This was confirmed by Martin Harvey whose financial report was accepted unanimously. Members were reminded, however, that major expenditure would occur in 1993 in connection with the Visitors' Centre so the Company must continue to be prudent with its money. Francis Whitehead brought along a model of the proposed Centre which created much interest. Following Bob Rowe's resignation from the Board his place, as Ordinary Director, was taken by Chris Proctor who was elected onto the Board unanimously.

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 62 and 63), at Sandtoft and Reading making a total of three meetings since the AGM in November last year.

Total attendances at the three 1993 meetings have been as follows: -

M. J. Harvey (2); R. D. Rampton (2); C. N. Proctor (2);
M. F. Barratt (3); D. M. J. Brown (2); J. Sambrooks (1);
F. R. Whitehead (3) and J. R. Whitehead (3).

In reporting the events of these meetings "Sandtoft Scene" is departing from the usual format and reporting under subject headings. It is thought that this system makes the information more readily digestible.

DEPOT DOORS

Following complaints received about the state of the main depot doors the Board has agreed to undertake remedial works to rectify the problem and new runners have been commissioned. Please treat these with care and respect.

TRACTION EQUIPMENT

The Company has agreed to purchase traction poles, a rotary converter and switchgear from the Notts and Derby Transport Society. The Company is also considering purchase of overhead equipment if a suitable use can be put to it. The traction poles may be sold on to Blackpool Transport for the tramway.

VEHICLE RENT ARREARS

The Company is to pursue, by court action if necessary, those vehicle owners who are persistently in arrears with their vehicle rents. It has already been necessary to instruct the Company's solicitors on one particular case. If owners find difficulties with rent payments please inform Martin Harvey before arrears mount up. There may be a solution at hand avoiding such embarrassing action.

FINANCE DIRECTOR

Martin Harvey has announced his intention to stand down at the next AGM. Offers now please!!?

SITE KEYS

The Board of Directors has been concerned for some time at the ad hoc basis upon which members and workers hold keys to the site. It is felt that this must become regularised and a simple but effective system of keyholding is currently being worked out. Watch this space for further details.

TONY MONKS MEMORIAL FUND

Following a generous donation from Tony Monk's erstwhile employer, Kingston Cold Store Limited, and a further donation by our Chairman a special memorial fund has been set up to Tony's memory. A similar fund is envisaged for Dorothy Dare's memorial. The monies collected will go towards the purchase of children's play equipment for the new playground.

OFFICIAL "SWITCH-ON"

Although the Museum has been on mains electricity for nearly a year now the Board of Directors has agreed that there should still be an official "switch-on" ceremony with accompanying publicity. David Brown is to co-ordinate this and it is to co-incide with a Trolleyday. We hope to have some further news next time.

ROAD TRAFFIC ACT 1991

The Board feels that members should be reminded of the effects of the Road Traffic Act 1991 which extends the criminal offences of "causing death by dangerous driving"; "careless, and inconsiderate, driving"; "causing death by careless driving when under the influence of drink or drugs" and "driving under the influence of drink or drugs" to other places where public have access off the highway and to "mechanically propelled vehicles" as well as "motor vehicles". Clearly this includes Sandtoft and drivers of all vehicles (including trolleybuses) are reminded that they must take as much care when driving on the site as they would on the highway and must not drive after having taken alcoholic refreshment. Anyone found driving whilst under the influence of drink or drugs will have his permit taken away. You have been warned!!

COMPANY SECRETARY

We are pleased to announce that we have a new Company Secretary. He is Peter Chadwick of 16, South Street, Swindon, Wilts. who takes over from Richard Rampton. Until the AGM in November he will take minutes and undertake administrative duties for the Board only. We ask members not to address specific queries to Peter but to write the relevant Director whose portfolio was set out last time.

SHEFFIELD CORPORATION TRAMCAR NO. 442

by Bob Ashton

The Winter Edition of "Sandtoft Scene" displayed Sheffield Corporation Tramways Car No. 442 on its front cover and it may have come as a surprise to many readers to learn that Sandtoft was able to boast a tramcar of such vintage in its collection. Indeed, not only does it have 442 but sister vehicle, 413, is also on site.

442 was one of a batch of 75 cars built for Sheffield between 1919 and 1922 (Nos. 376-350) and entered service in Sheffield in 1920. It was built by the Brush Electrical Engineering Company Limited with a length of 20' 00" (lower saloon) and an overall length of 32' 6" and an overall width of 7' 3". Its original height was 16' 2½" (over the trolley plank). It had a Peckham P22 truck (it was a four-wheeler) with a wheelbase of 8' 6". It had two BTH G.E. 40 hp motors and the controllers were also by BTH. It seated 28 on the lower saloon and 48 on the upper deck (total 76). Originally it was fitted with wooden seats (longitudinal in the lower saloon and eight reversible seats on either side of the upper saloon) with a further eight longitudinal in each bay on the upper deck. After ten years in service upholstered seats were fitted with a reduction of seating capacity on the upper saloon from 48 to 47.

According to a depot allocation list for 1st August 1950 422 was allocated in the Tinsley Depot (now the home of the Sheffield Bus Museum Trust). Between 1948 and 1950 some of the sister trams of 442 underwent major body overhauls including the removal of the "banjo-shaped" end glasses (including 441). However, it is believed that 442 remained unaltered. The original "banjo-shaped" glass was fitted because of the radii of the handbrake lever.

Between 1950 and 1952 Sheffield Corporation took delivery of 35 modern streamlined "Jubilee" Roberts cars (Nos. 502-536). Despite this in 1951 a fifteen year plan was approved to replace the trams by motorbuses. It was to be in 1951 that 442 and its sister 413 were withdrawn from service.

Most of Sheffield's trams were shunted across Attercliffe Common from Tinsley Depot for their last journey to Messrs. T. W. Ward's Scrapyard. 442 and 413 escaped this fate (or at least part of them did) as the central portion of the lower saloons of each were sold for further use as summerhouses or sheds. When 442 and 413 were discovered on a farm at Susworth near Kirton in Lindsey others were also found in a similar condition including 317, ex - Newcastle upon Tyne Corporation tramcar 114, sold to Sheffield in 1941.

442, 413 and 317 were to be broken up on the farm; but, after contacts were made to Sandtoft members it was decided that it might be possible to save all three tram bodies. The farm owners, Mr. & Mrs. Jacklin, offered to donate the tram bodies to the Sandtoft Transport Centre Association (as it then was) provided that the Association arranged for their removal. Eventually, on 25th March 1984 a working party arrived from Sandtoft to remove the solid concrete floor from the base of 442.

The cost of a crane and two lorries having been met by donations from members involved in the project all was ready for the actual move on 9th May 1984. Help was sought from and given by several members of Sandtoft and by the Community Industry team which was on site at that time. Camera and videos recorded the scene as the three tram bodies were lifted over farm buildings and loaded on the two lorries.

After residing for many years alongside the River Trent 442 and the other two tram bodies set off in convoy for Sandtoft crossing the River Trent on the old Althorpe Swing Bridge. All three tramcar bodies arrived safely at Sandtoft and, once again, the crane was brought into action to lift 442 and 413 into the central grass area whilst the ex - Newcastle, 317, was placed at the back of the box wagon. 442 was to be re-located next to the Lecture Theatre and 317 was removed for restoration at Beamish to its original condition as Newcastle 114 with its Hurst Nelson body design of 1901.

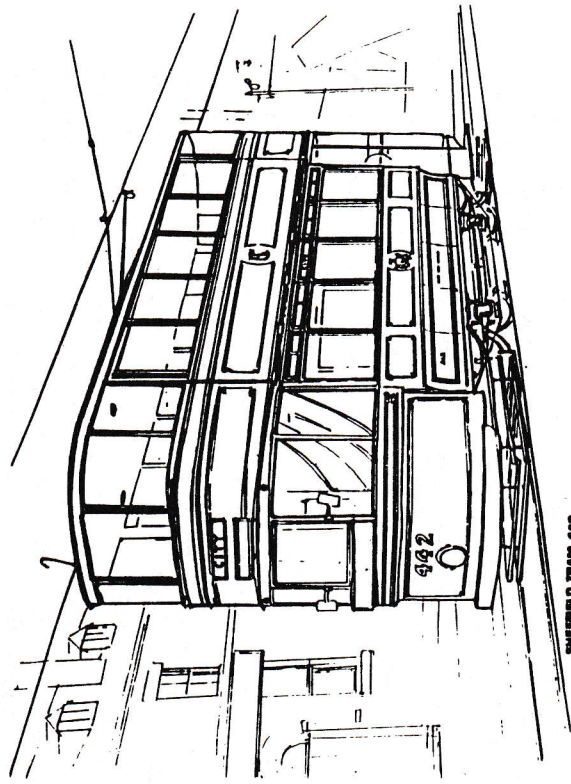
442 acquired a new wooden floor soon after its arrival. The Community Industry team soon started restoration work on the interior woodwork using some of the 20 litres of varnish donated by Sterling/Roncraft. For many years afterwards neither 442 nor 413 received further restoration work as they were being used as envisaged when they were partly saved in 1951 - as sheds!

Eventually preservation of the exterior of 442 was started by a team from HMP Lindholme who painted the outside in "Sandtoft" Green although it would have been a nice touch to have painted the body in the original dark blue and cream. Green was chosen so that the body would more easily blend in with its new surroundings.

Several attempts have been made to put 442 to use as the Museum's Tourist Information Centre. In 1984 the first Tourist Information Leaflet racks were installed and its use as such was a huge success. In March 1991 five of the large windows which were broken or cracked were replaced and a full exterior repaint was undertaken using the same green. However, for the first time since 1951, the fleet number '442' was stuck over the lower panel. Photocopies were taken of an original destination blind showing "CITY" and were placed in the side destination windows.

As the 1993 season at Sandtoft approaches 442 will once again be in use for Tourist Information leaflets with a possible extension to the leaflet racks and storage cupboards installed in 1992. Hopefully, with some further interior restoration, 442 will be kept in a reasonable condition prior to it, possibly one day in the not too distant future, being restored to its original condition with a new upper deck and end vestibules being re-constructed (Ed. - this is not an impossibility. Sheffield 460, a 1926 Craven-bodied tramcar with a Peckham P22 truck was also withdrawn at about the same time as 442 and is being re-constructed to its original condition from similar remains. It can be seen at the Sheffield Bus Museum which is housed in the old Tinsley Tramway Depot (former home of 442) in Sheffield. It is well worth the visit).

Whilst 442 and 413 continue to provide a useful service to Sandtoft in 1993 a new generation of trams will shortly be operating in Sheffield. Some of the tracks, traction poles and overhead for the new system are already in place.



SHEFFIELD TRAM 442

SCENE AT SANDTOFT

by Jim Sambrooks

There has not been a lot more to report since the Winter issue. The most significant change is the addition of three more derelict Bradfords bringing unfavourable comments from all who have seen them. Karrier/East Lancs 704 is in a deplorable condition with hardly a window left intact, lights smashed and the whole vehicle filthy. BUT/Roe back loader 743 possibly has more windows but is in just a shabby a condition neither vehicle having received any attention since their arrival back on site and, if the neglect continues, their stay could be short. The third of the batch, ex-Mexborough and Swinton (chassis) Karrier/East Lancs has, at least, had some windows replaced.

Your columnist can remember a time, only a few years ago, when he overheard the museum being likened to a Bradford Corporation scrap yard. Now, I think it is worse, much worse. However, some good Bradford news is that 706's restoration continues both of its body and mechanical equipment.

Andy Thornton is progressively re-wiring Nottingham 493 whilst Cleethorpes 54 is receiving top sliders to the windows on both decks giving the vehicle a much more complete appearance although there is still much more work to do (Ed - I can't wait to see this vehicle fully restored and working. It will enhance the museum greatly by being such a local vehicle and from a fleet I remember so well. It is quite extraordinary to think that not so long ago consideration was given to scrapping its body and using the chassis as a display unit!).

The Sheffield Transport Group has acquired its own box van for the storage of parts (not rammel - I'm assured). This large steel container has been positioned on the end of the line of railway box vans and is to be repainted in Sandtoft green once the very thorough preparation has been completed. The Managing Director has yet to approve of this acquisition even though STG keep buying him pints - keep the beer coming lads you might get approval yet!

Ian Wilson, the Vehicles and Exhibits Manager, has decided that there is too much rammel cluttering up the site so a skip has been hired to dispose of some of it. Those on site on March 14th spent a very enjoyable day filling it up. We just hope that the vehicle was able to lift it up afterwards!

Nottingham Trolleybus 502 has left the site for undercover storage at Boughton. This can only be good news as the vehicle will keep better under cover. Tom Bowden will not have to travel so far to work on it and the museum will benefit by looking better for having removed another half completed vehicle although that is probably negated by the aforementioned Bradfords which have arrived.

On Sunday 21st March Walsall 872 left the site for display at the Aston Manor Road Transport Museum in Birmingham and its place has been taken by Cardiff 203 which arrived the same day from Oxford. Cosmetically 203 looks quite good and it is hoped that it can become a runner without too much extra work.

With the open season nearly upon us I appeal to members to come and help at the museum. There is always plenty of work to be done. Help be part of the museum by lending a hand.

S'thee

JIM

VEHICLE INSURANCE

Vehicle Owners and Sponsors are asked to note, once more, that the Company only carries insurance for the vehicles in respect of a total loss (not accidental damage) limited to a maximum cover of £1,000 per vehicle. Accordingly, Vehicle Owners and Sponsors should ensure that if they wish to insure their vehicles for accidental damage or for a total loss figure greater than £1,000 they should make arrangements with their own insurers or brokers. Sandtoft will not be responsible for any accidental damage not covered by its own insurers.

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

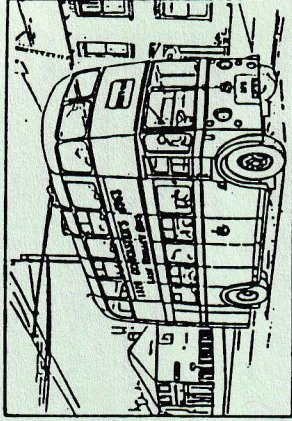
GATHERING PREVIEW SATURDAY
JULY 24th.

AUGUST 15th SUNDAY

LATE SUMMER HOLIDAY
SUNDAY, MONDAY & TUESDAY
AUGUST 29th, 30th & 31st.

SEPTEMBER 26th SUNDAY

OCTOBER 24th SUNDAY Yorkshire Day



30 YEARS AGO

DONCASTER'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" 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.

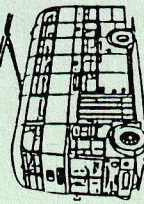
ADMISSION ON TROLLEYDAYS INCLUDES FREE TROLLEYBUS RIDES

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

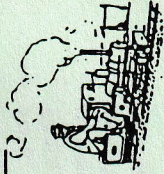
Belton Road Sandtoft Near Doncaster South Yorkshire



24 Hour Information Line

Tel: (0724) 711391

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