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# SANDTOFT SCENE

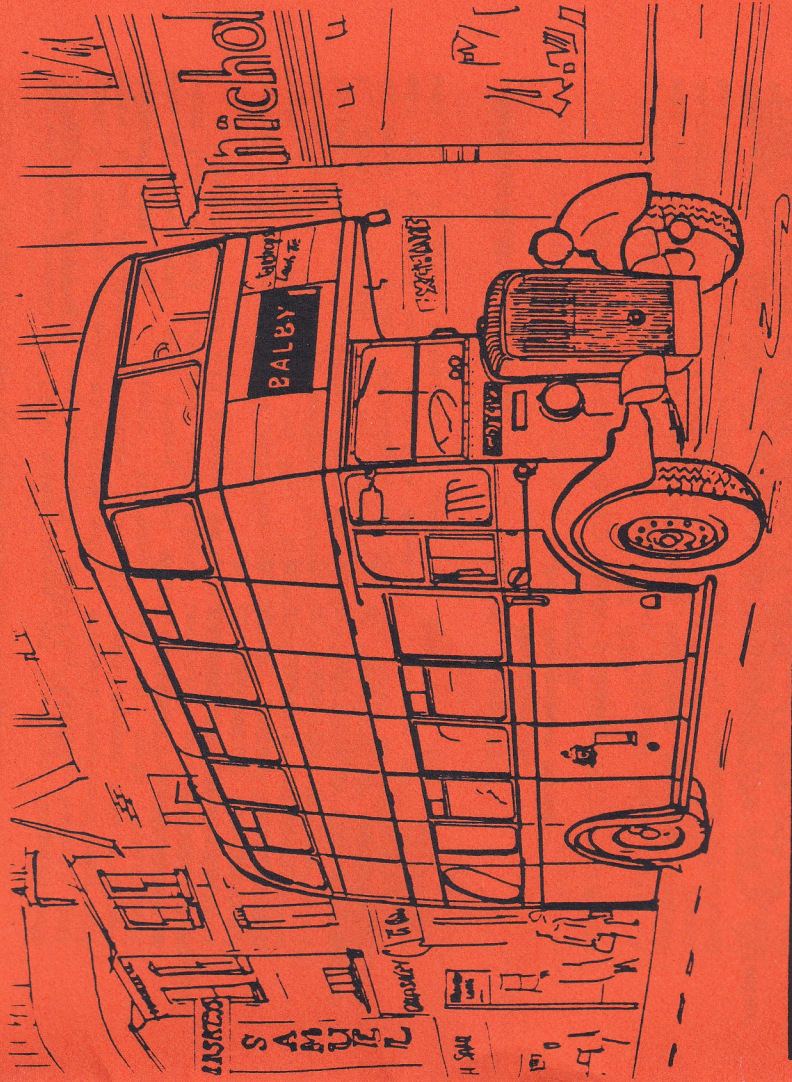
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No. 24

AUTUMN

1993

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THE

SANDTOFT TRANSPORT CENTRE

MAGAZINE

**SANDTOFT TRANSPORT CENTRE LIMITED  
INFORMATION**

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

Registered Company Number :- 1747475

Registered Charity Number :- 514382

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

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COVER :- Doncaster Corporation Transport 119 was a Daimler CVD6 delivered to that fleet in 1950. It was one of eighteen such vehicles with a Roe highbridge body built between 1949 and 1950. Following withdrawal in 1966 the vehicle was cut up at Goldthorpe. Members attending the AGM in Doncaster in November will find that the street scene has changed somewhat since the 50's.

SANDTOFT SCENE : NUMBER 24 : AUTUMN 1993 : Editor: M. F. Barratt

Editorial Address : See Opposite Page

**EDITORIAL**

Well, the end of the Season is nearly upon us with only the Yorkshire Day left at which trolleybuses will be operated in public service. The end of the Season, however, will not mean the end of the work to be done at the Museum. There are many vehicles requiring attention and which we would like to see in operation next year. We have had to rely on a very small handful of trolleybuses this year notably Maidstone 56 and Huddersfield 631. How nice it would be to see the St. Helens trolleybus back in service again.

The biggest project for many years will be undertaken during the closed season ie. the construction and fitting out of the new Visitors Centre. The Board is justly proud of this venture and hopes that it will endorse Sandtoft as a very important stop on the tourist route. My aim, since incorporating Sandtoft some ten years ago, has been to see Sandtoft as the National Trolleybus Museum. Let us all make that our target as STC Limited enters its second decade.

Readers will note that this edition has a Doncaster flavour with a picture of Doncaster 119 on the front and a very interesting article by Richard Fordham inside. There is no co-incidence that this edition also contains the Notices of AGM which takes place in Doncaster on 20th November 1993. I hope to see as many of you as possible there. We have an exciting time ahead. I thank you for your support in the past and look forward to your continued support in the future.

Michael F. Barratt

**UNAUTHORISED VEHICLE MOVEMENTS**

In the last edition (on Page 8) we asked members not to forget that no vehicles must be moved from, to or within the depot without the specific authorisation of the Vehicles Exhibits Manager or a Director. Unfortunately this has led to some misunderstandings and we apologise for any ambiguity. This ruling only applies to PERMANENT changes and, of course, does not preclude simply moving a vehicle out to place it in service, test it, clean it, leakage test it or move it out to enable another vehicle to be so moved out.

## FROM THE BOARD

### VEHICLE INSURANCE AGAIN

Once again vehicle owners are reminded that SANDTOFT TRANSPORT CENTRE LIMITED holds insurance on their behalf only for a TOTAL LOSS by fire or other insured peril of each vehicle at a value of £1,000 per vehicle.

### WHAT'S YOUR BEEF?

In their endeavours to develop the museum and its services, (including those services the museum provides to enable vehicles to be restored) the Directors are always interested in hearing from members (and non-members for that matter) who have ideas, suggestions, proposals, complaints, criticisms, questions etc. etc.

In the recent past, special forums at Sandtoft, which were organised for discussion of any topic, have been rather poorly attended for whatever reason. The Annual General Meeting, being for the formal business of the Company, is not the time for such matters, but, again in recent years, time has been allocated after the formal business of those meetings for informal discussions to take place on various topics from the floor relating to the Museum. This year will be no different and it would assist the Directors if a list of questions could be provided at least seven days before the meeting so that the open forum can be a little more structured. Your questions should be sent to Francis Whitehead whose address appears on the back cover of this Journal.

Additionally a few extra liaison meetings with the Contributing Societies have produced useful ideas. However, the Directors would like to have much more input from you all.

Yes, the Board has the business side of the Company to administer, and it has to ensure that the Museum's charitable status is protected and used, not abused. Along with that, though, go the needs of the Museum, its visitors, exhibits and members. Any of the Directors would be pleased to hear from you on any topic in any way related to the Museum. So please - your ideas and suggestions (and if you must, your criticisms!).

### TRAMWAY/TROLLEYBUS TRACTION RELICS

We are always looking for new interesting street furniture for the Museum. Recently attempts were made to secure an old tramway traction pole and feeder box from Brighton but the Amberley Chalk Pit Industrial Museum beat us to it. Members are asked to keep a "pole watch" on all old pieces of trolleybus/tramway equipment which may still exist. The editor is compiling a list of relics so information, please, to him at the address shown on the front inside page.

### VEHICLE TESTING

It has been brought to the attention of the Board that there have been some breaches of the rule relating to leakage testing vehicles before allowing them to run under the wires. Again we repeat the warning that electricity is very dangerous (particularly now we are on mains) and disciplinary action will be taken against any persons found responsible for allowing a vehicle to run without proper tests being carried out.

### POWER RUNNING

The Board has looked closely into the maximum number of vehicles to be allowed to run under power at any one time. Power has been interrupted on a few occasions because of the simultaneous running of four vehicles. It has been decided, therefore, that the maximum number which will be permitted to run at any one time will be limited to THREE.

### GAS LAMPS

The old gas lamps on the back-straight are being sold to the Cholsey & Wallingford Railway. They are of GWR style and serve no useful purpose at present (we are not on gas!). The Oxford Railway will be able to put them to good use at one of its stations where they are more in keeping.

### OUR FINANCES

These are in good hands and fairly buoyant at the moment. We mustn't get complacent, however, as much expenditure will be incurred next year with the Visitors Centre. Following Tony Monk's death earlier this year Geoffrey Knights of Brighton-based accountants, Bristow Still, has taken over the audit at the same fee. Whilst we have a new auditor we are still looking for a new Finance Director! Offers please!

## THE TOWN OF DONCASTER

by Richard Fordham

As 20th November 1993 sees the 10th Annual General Meeting of Sandtoft Transport Centre Limited taking place at Doncaster Museum I thought it appropriate to contribute a short piece in SANDTOFT SCENE about the history of some of the buildings making up the town members will be visiting. A typical street scene in Doncaster in the 1950s is depicted on the cover.

I am sure that most of the readers of SANDTOFT SCENE will already know a fair amount about the trams, trolleybuses and motor buses which ran in Doncaster but how many also know something about the history of the town itself and in particular its roads and buildings these vehicles ran along and passed?

Doncaster cannot be described as the most attractive of towns but, nevertheless, has great architectural interest as no less than 109 buildings are listed by English Heritage. Probably the most famous of these is the Mansion House which is only one of three still existing in England. The others are in London and York. A young architect, James Paine who had also designed parts of Nostell Priory, was responsible for the design of the Doncaster Mansion House. Work on its construction commenced in 1745 and took three years not being finished until 1748. The Mansion House occupies a modest position on the High Street next to Priory Place (where, on the wall of an adjacent building, an original Doncaster tram span-wire fitting insulator can still be seen today).

The High Street itself stands on the line of an old Roman Road that ran from York to Lincoln. The road deviated from being straight to by-pass the west side of the Roman fort, Danum (or Danvm as it is written in Latin) which is where St. George's Church now stands.

The modern name "Doncaster" originates from the Latin "casta" meaning a camp or fort near the River Don. This deviation has given Hall Gate and High Street its elegant curve. This part of the old Roman road later became incorporated into the Great North Road, later the old A1.

It is not uncommon for the urban scene to incorporate rounded street corners as they create a feeling of space and can, also, present a tidier image. However, no town or city has quite the proportion as Doncaster. Obviously it is much easier to build the corner of a building square since craftsmen and expertise to execute the additional work to the walls and roof and which is, also, more costly. So why has Doncaster so many? Well, to answer this question we must go back to the 1700s as the policy of incorporating rounded corners into buildings goes back over 250 years.

In the early part of the eighteenth century civic consciousness became more aware largely due to the influence of renaissance thought and idea from the previous century. Doncaster, like many market towns, would have become a jumble of different buildings and styles up to this time. Planners and artists saw their surroundings as being a mess and not in the orderly style which was then popular on the continent (particularly France). Accordingly, the Corporation took up the rounded street corner policy. This often entailed the pulling down of existing buildings on corners just in order to rebuild them in the new accepted style. Examples of buildings with the famous rounded corner include Clock Corner on the corner of Baxter Gate and French Gate and, a more modern example, the Co-Op Building. This was built in 1938 by the architects Johnson and Crabtree.

## SCENE AT SANDTOFT

by Jim Sambrooks

This building was threatened by the heavy bombing during World War II but survives today. It stands on St. Sepulcre Gate opposite the West Mall of the French Gate Centre (a modern new shopping centre). The French Gate Centre, itself, was built between 1964 and 1968 as the Arndale Centre (christened after a famous town planner of that name) during the major re-development of the town centre which played a major part in the decision to abandon the trolleybuses.

The French Gate Centre was built on a sizeable chunk of the town centre taking up most of the north side of St. Sepulcre Gate, all of the west side of French Gate, part of what was Trafford Road, before it became a dual carriageway and also engulfing Station Road and most of Factory Lane (where a traction pole still stands now supporting a rather distressed light fitting). This great loss of historic buildings was later repeated between North Bridge and Church View when the Greyfriars Road Power Station, tram shelter, swimming baths, a school and the whole of Lord Street was also flattened to make way for a supermarket!

It seems the trend, at the moment, in Doncaster is to pull down interesting buildings for supermarkets. The nearby local village of Carcroft has lost its cinema, Leicester Avenue Bus Depot is being pulled down for a large DIY store and the old swimming baths on St. James Street are also threatened. Maybe some of these buildings will, eventually, be seen resurrected at Sandtoft.

In the meantime when you are next in Doncaster (and I hope that will be soon when you attend the AGM on Saturday 20th November) have a look at the buildings making up the host town. Look out for the rounded corners and you may even spot the odd tram/trolleybus relic in the form of a span fitting or traction pole.

I ended my last column in the Summer Edition of SANDTOFT SCENE by reminding readers that the last Sunday of July would see SANDTOFT GATHERING '93. Well this duly came and has now passed and I am pleased to report that it resulted in some £4,000 profit for our charity.

As usual I didn't see much of the events myself; but I have received a number of complimentary letters and comments about the event and I would like to record my personal thanks for all those who helped make it such a successful day. I would like to say an especial "thank you" to the marshals who parked the vehicles on site. This was particularly well done. (I viewed the whole site from a light aircraft at 700 feet and the way the buses had been set out was a credit to those involved. I shall be displaying photographs taken from the air on that occasion at the AGM - Ed.).

I am usually fearful of mentioning individuals by name in this column in case I miss out anyone else who is also deserving of mention. However, I believe in this case, one person did far more than anyone else in contributing to the success of the Gathering. This is T. Bond who undertook too many tasks for me to be able to find room to mention here. The two Richards, (Bilbe and Rampton) also deserve a mention. They spent the working week competently shunting buses as they have done so now for many years.

The working week was less well attended this year than in previous ones and so quite a few of the usual jobs didn't get done this time. Our neighbouring farmer, Councillor Don Stewart, (who, the editor understands, is one of the Humberside candidates in next year's European Parliament elections) helped enormously by lending us a mechanical digger to clear up the site. No less than three skips were filled! We were also able to "re-plant" the A18 road sign which was blown down some time ago with the aid of this same beast. The machine itself is worthy of preservation being a 1965 JCB type although not of JCB manufacture. It was christened a "BGC" instead.

The frontal appearance of the museum site has seen immense improvement recently with the erection of a new roadside fence. Although some of the posts and chain links were supplied by the Company itself the final cost exceeded £1,000 (but included the manufacture of a 6 ft. pedestrian gate for use at the Gathering).

oo0oo

Vehicles in the news include Bradford 703, taken on by Alan Parsons and now receiving attention; Bradford 704, also taken on by Alan Parsons but being used as a source of spares for 703 (704 may be reduced to a chassis for display in the new Visitor's Centre); and Bradford 847, which has received further windows and now looks much more presentable. "So near and yet so far" would best describe Bradford 706 as it has received almost complete internal and external restoration but the lack of a few body fittings has so far prevented its entry into service. I am pleased to report, however, that special dispensation was granted to allow the vehicle a complete test run after the Gathering for the benefit of its owner, Steve Oliver, over here on holiday from Australia.

Nottingham 506 benefits from regular visits by Dave and Bernice Needham. At present they are attending to the rotten covering panels and cracked linoleum on the upper deck floor. Hopefully it will not be long before this six-wheeler is back in service. Sister vehicle, Nottingham 578, continues with its internal overhaul. Nottingham 493 is now being prepared for service, the spring shackle and hanger brackets having been adjusted. All the seats are now back in place and the staircase has been painted.

Cleethorpes 54 is currently receiving a coat of grey primer while Reading 181 receives a maroon undercoat. Rotherham 37 has had its front wheels removed (again!) and it is now stood on axle stands. Progress continues on another six-wheeler, Huddersfield 541.

Leyland Atlantean, Kingston-upon-Hull 217, has had a number of windows moved around to return them to their original positions ie. one with a sliding vent over the nearside wheel arch being replaced by a hinged vent and plain glass being replaced by a slider on the offside. Destination glasses have also been re-fitted. The AEC 470 engine removed from Felix 41 some years ago has been stripped for overhaul.

My request for help with grass cutting seems to have fallen on deaf ears. Bob and Pat Ashton continue this never ending chore along with general gardening and keeping the site looking at its best. Any offers of help would be gratefully received by Bob and Pat.

oo0oo

A surprise phone call in late August came from Thomas Knowles, then Managing Director of Lancaster City Transport which was about to cease trading. Thomas was offering surplus uniforms from his dying Undertaking for use by crews at Sandtoft. We should record our thanks to Thomas for this kind gesture and to Tony Peart who drove all the way up to Morecambe to collect the uniforms. They have certainly given our traffic staff a much more professional look.

oo0oo

I regret to have to report that the inscribed stonework from Doncaster's Leicester Avenue Depot did not survive the demolition and, therefore, cannot be incorporated into the new Visitors Centre. Regrettably, also, the trolleybus test track overhead at Leicester Avenue and the Racecourse had been removed by early September.

oo0oo

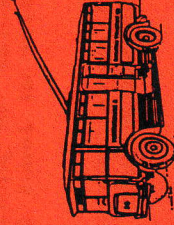
Finally, Teesside T291 has been away in East Anglia for much of the summer. It has been running with a generator in Ipswich and under wires at Carlton Colville. Closer to his Norfolk home owner David Brown has taken this opportunity to carry out further internal renovation.

oo0oo

Well, that seems all for this time folks. The season is about to close but don't forget two important dates in your diary: Sunday 24th October is Yorkshire Day and the Annual General Meeting of the Company will be held on Saturday 20th November at Doncaster Museum at 2.30 pm.

S'thee,

JIM



## COMPANY NOTICE BOARD

### ANNUAL GENERAL MEETING

Members are requested to note that the 10th Annual General Meeting of SANDTOFT TRANSPORT CENTRE LIMITED will be held on Saturday 20th November 1993 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 9HI 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 24TH OCTOBER 1993.

### 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 R. Fordham; J. Ford; A. Murray; J. Sambrooks; F. R. Whitehead; Mrs. Julia Whitehead.

### PUBLICATION DATES

It is intended to continue to publish SANDTOFT SCENE every quarter with each season having a different coloured cover. The colours and publication dates for 1994 are as follows: -

January 31st	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. News and articles for publication (always welcome) should be with the editor at least three weeks before the publication date.

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

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