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# SANDTOFT SCENE

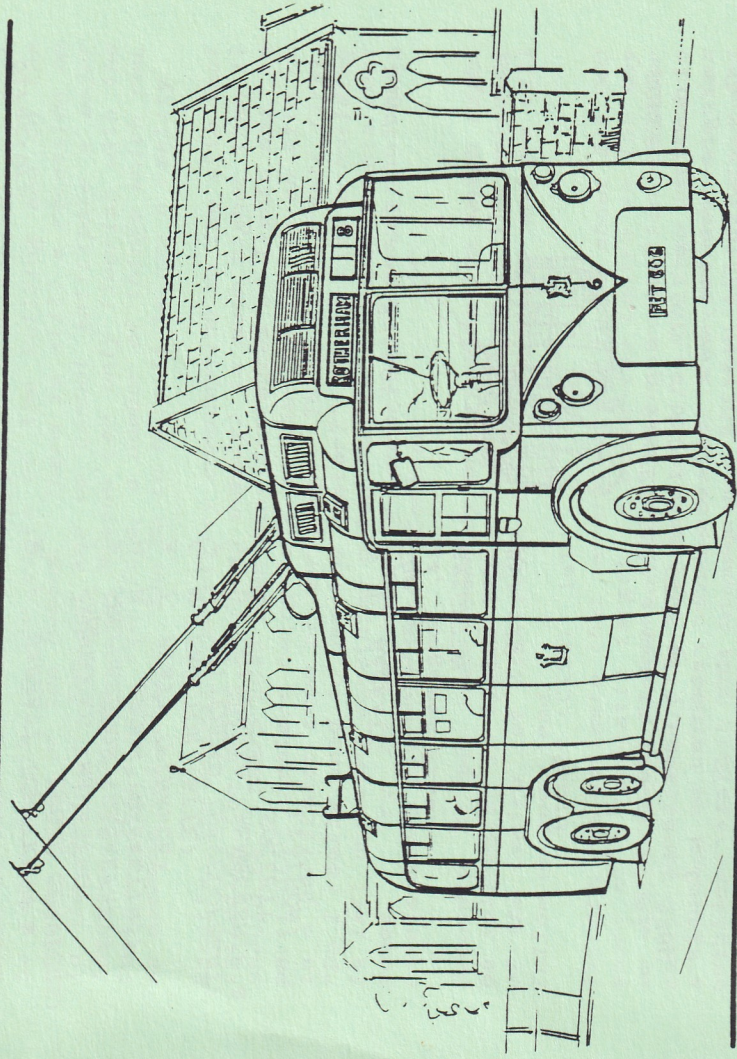
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No. 26

SPRING

1994

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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,  
Belton Road,  
Sandtoft,  
South Humberside.

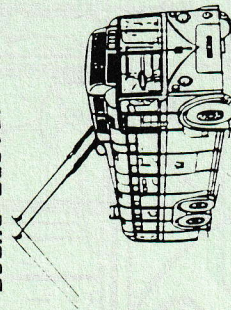
Information Number : - (0724) 711391

Payphone Number : - (0724) 711846

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LEGAL SERVICES)  
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COVER : - Rotherham 6 (FET 606) shown in its original condition in 1950 as a Daimler CTC6 with East Lancs B38C single-deck bodywork. It was later rebodied as a Double-Decker with Roe H40/30R bodywork in 1956. Sister vehicles, Rotherham 37 and 44 (ex-17 & 18 respectively) - FET 617 and FET 618 - are preserved at Sandtoft in their later Double-Deck guise.

SANDTOFT SCENE : NUMBER 26 : SPRING 1994 : Editor: M. F. Barratt

Editorial Address : See Opposite Page

**EDITORIAL**

Yes its Spring again which means, for the Board, its Budget time again as well! Yes, that dreaded time when the Director of Finance has to try and balance projected income against projected expenditure based on the outturns for 1993. With the projected building of the Visitors Centre the Budget is especially tight for 1994. Will all Managers please keep within their allotted sums.

The tenders for the building of the Centre have proved to be more expensive than anticipated and very careful consideration must be given as to whether the project can go ahead at all. If there is any chance then expenditure must be reduced both on the costs of the building and on the running costs of the Museum. There is still a recession on in the North of England and we cannot anticipate a major increase in income. The Museum can only flourish with the Centre. There are, therefore, a number of things which you, as members and workers, can do to help it become a reality.

Firstly, the annual electricity consumption on the site (not including the mains overhead supply) is much higher than it should be. There have been many instances of lights and, in particular, heaters being left on when nobody is on site or in a particular room or workshop. Think to yourself first, "Do I really need to use the heater?" Every time a building is left unsecured something often "walks". Replacements cost money. Try to be security conscious as well. Such carelessness may cost us our Centre.

Secondly, if you know somebody or organisation which might be interested in sponsoring or contributing to the building of the Centre let Alan Piatt know immediately and he will follow up your lead.

Thirdly, we estimate that we are likely to be about £15,000 short of a realistic target to build the Centre in the way we would like. Please consider making a donation (however small) particularly by covenant or Gift Aid (now reduced to a minimum of £250). These latter two methods are tax efficient to both the Company and to you (if you are a tax payer). I do hope you will help.

Michael F. Barratt

## FROM THE BOARD ROOM

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

## BOARD MEETINGS

The last meeting of the Board of Directors was held at Sandtoft on Saturday 19th March 1994 and the next Board Meeting is scheduled for Saturday 23rd April 1994 at Dorking. The information set out below is a précis of the more important topics discussed at the March meeting.

## TRADE WASTE

Members and workers are reminded that the law applies very strict rules as to the disposal of all forms of waste but, in particular, trade waste. Only authorised persons/firms are allowed to take away trade waste. If unauthorised persons do so not only are they committing a criminal offence but the Company will also be liable. Please ensure, therefore, that any such waste is disposed of in properly licensed skips. Old oil must NOT be poured into drains or into the ground but stored in secure containers.

## SITE SECURITY

As has been reported on these pages on many occasions the incidents of theft from the site seems to be on the increase. For everybody's sake please ensure that the site is properly secured once you leave it. Don't assume somebody else will lock up afterwards. Enquire first. The front main gate MUST BE KEPT SHUT AT ALL TIMES except when the Museum is OFFICIALLY OPEN to the PUBLIC. If you are expecting visitors tell them to wait by the gate until you come. If you make arrangements for people to visit the site on a non-running day please make an appointment for them and be at the gate to greet them. Always remember that the Museum is in existence principally to cater for the public. Look after your guests. They are your responsibility. If somebody comes unannounced tell them that the Museum is closed but if you are able to look after them show them round in a courteous and obliging manner.

## DEPOT VEHICLES

Members, owners and workers are reminded that it is against company rules for any vehicle to be stored in the depot with its wheels removed. There have been instances of this occurring and IT MUST STOP. The reason for this rule is very simple and can be summed up in one four-letter word - FIRE! Likewise, no vehicles must be parked outside the depot entrances so as to block the vehicles in AT ANY TIME.

## MASONS' PAINT ACCOUNT

Many owners and workers will know that the Company has an account for vehicle paints with Masons. It has been the habit for owners to order paint through this account. Our poor old Finance Director has been having some difficulty in keeping track of who has ordered what. From now on all orders for paint through this account must be placed through Jim Sambrooks of 74, Cusworth House, St. James Street, Doncaster.

## DYING FOR A TRAM RIDE? - by Alan Platt

As a taxi driver I meet a lot of interesting "fares". Recently I picked up a young lady who had recently returned to England from Australia. Somehow(?) the conversation turned to trolleybuses and trams. She told me that she had seen a hearse-tram in a Sydney Museum. A quick letter to the Power House Museum in Sydney solicited a lovely description of Hearse Tram 275. It was one of two such trailer cars built by the New South Wales Government Tramways in 1896 to provide an inexpensive way of transporting the body for those bereaved who could not afford a private funeral. Painted in olive green they carried an inspector who would supervise the proceedings. Body and mourners could be picked up at any designated tram stop! Ordinary passengers were not permitted to alight the tram (who would want to!) The hearse trailer would be pulled by either a specially hired motor car or just latched on to an ordinary service tram if the bereaved could not afford the special car. The trailer would, if necessary, be unhitched and re-connected to another service tramcar going to the cemetery.

Believe me the above description is not a belated April Fool. It really did happen. This service was discontinued in 1949 and was unique to Australia. Christchurch City Council in New Zealand did attempt to introduce a similar scheme even earlier in 1885 with a hearse tram designed to carry four coffins. The car was built and painted black and the special line constructed from Cathedral Square to the old public cemetery. The Council then had second thoughts and leased the line to another company who abandoned the macabre idea and operated it as a commercial line for live people. The hearse car, consequently, never carried a corpse.

Isn't strange what people talk about in taxis!!

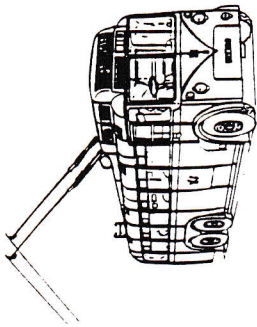


## BORDER LINE

On the single track tramway between Bexley and Woolwich, one rail was in London and the other in Kent.

## SCENE AT SANDTOFT

by Jim Sambrooks



At the time of writing the trolleybus testing programme was in full swing. We owe our thanks to Martin Gibbons and his team who annually prepare and test our serviceable fleet. Those passed so far are "regulars" Bradfords 735 and 834 and Maidstone 56. Inspected and not far off passing are Nottinghamams 493 and 506; Cardiff (or if you prefer Caerdydd) 203; Bradfords 703 and 706 and ubiquitous Huddersfield 631. Maidstone 72 was found to be "live" on test. Hopefully, many of these will have passed by the time you read this; others may receive a clean bill of health later in the season. I, for one, look forward very much to seeing some newcomers in service, especially the "Silver Ghost, 203, in its wartime grey livery lined out in black. A most impressive vehicle. How about some passengers dressed in wartime livery to go with it!

oo0oo

South Yorkshire 2450 has not been inspected but remains at the Museum as negotiations with the SYPTE continue.

oo0oo

The commemorative benches have been stripped and re-varnished by Bob and Pat Ashton who continue their gardening and other site tasks - still seeking assistance!

oo0oo

Bradford 703 has been the object of much activity recently. The refurbished resistors from 704 have now been fitted and the roof repainted silver along with many other jobs. It was nice to see 703 running under wires for the first time in over 20 years on the testing weekend.

oo0oo

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Geoff Welburn has been working on his Bradford PD2, 558. Let's hope he can continue his good work as much progress was made before he had to give up due to other pressures.

oo0oo

Other vehicles receiving attention have been Cleethorpes 54 - now sporting a nearside windscreen and cab side windows; Cardiff 262, Derby 224, London 1201, Rotherham 37, Reading 181, Huddersfield 541 and Hull 217. Doncaster 94, the trolleybus-bodied Leyland PD2, has received further attention to its staircase and platform area as well as some mechanical jobs.

oo0oo

Pole lifting in Bradford continues while Andy Feather and team have placed some fittings reading for re-aligning the overhead by the proposed Visitors Centre. They have also removed platforms from the two Bradford FG tower wagons - the one from the green wagon is to go away for overhaul with the other taking its place in the meantime.

oo0oo

Regrettably I must end on a sour note. Fuel oil has been stolen recently from a number of vehicles on site. The police have been informed but there seems little chance of finding the culprits. Please do all you can to make sure the site is secure at all times when there is nobody there. (See "FROM THE BOARD").

S'thee, JIM

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Ed. Note. Jim has asked me to mention that not all the words in this article are his. Sometimes errors do occur in the translation from Yorkshire into English!

## DEAD END

*A tramway in Yorkshire "started where nobody lived and finished where everybody was dead." It was opened in 1903 by Mid-Yorkshire Tramways Company between the Thackley-Windhill boundary near Bradford and Nab Wood Cemetery - a distance of about three miles.*

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# SANDTOFT '94 HOME OF THE TROLLEYBUS

25th ANNIVERSARY 1969-1994

## TROLLEYBUSES

EASTER SUNDAY, MONDAY &  
TUESDAY APRIL 3rd, 4th & 5th.

MAY DAY HOLIDAY SUNDAY &  
MONDAY MAY 1st and 2nd.

SPRING BANK HOLIDAY SUNDAY  
& MONDAY MAY 29th and 30th.

JUNE 26th SUNDAY.

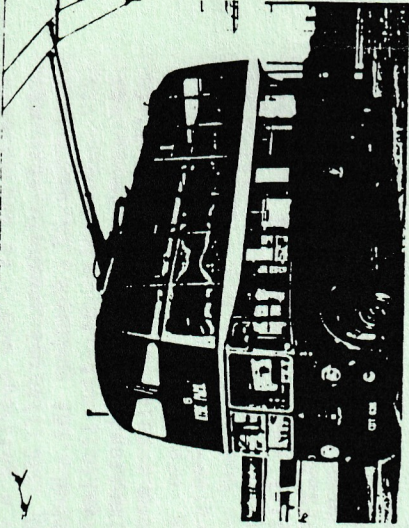
AUGUST 14th SUNDAY.

LATE SUMMER HOLIDAY  
SUNDAY & MONDAY  
AUGUST 28th and 29th.

SEPTEMBER 25th SUNDAY.

YORKSHIRE DAY  
SUNDAY OCTOBER 23rd.

OPEN 12 noon to 6 p.m.



TROLLEYBUS RIDES... MUSEUM SOUVENIR SHOP  
MINIATURE 7" GAUGE RAILWAY • REFRESHMENTS  
SMALL DISPLAYS & EXHIBITS ..... SLIDE SHOWS  
PICNIC AREAS ..... TOURIST INFORMATION

## SANDTOFT GATHERING '94

SUNDAY 31st JULY Open 10 a.m. to 6 p.m.

ADMISSION ON TROLLEYBUSES :- ADULTS £3.00 CONCESSION £1.50  
FAMILY IN CAR £7.00 \* INCLUDES FREE TROLLEYBUS RIDES \*

FREE bus service from Doncaster Railway Station 1.30 p.m. on Trolleydays.  
Returns from Sandtoft 4.30 p.m. (30 min journey time).

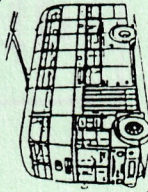
FREE CAR PARKING AT THE MUSEUM.

For further information on Trolleydays and other events

please telephone the MUSEUM 24 hr. INFORMATION LINE : (0724) 711391.

Information updated prior to each event. (Standard telephone charge rate)  
We are always pleased to accommodate coach tours and party visits by prior appointment. Resident motorbuses  
frequently attend displays and rallies locally and nationally. Further information can be obtained from:-  
STC Publicity, 71 Bishops Close, River Green, Wakefield, Wetherby, West Yorkshire LS23 7JG.  
(Registered in England No. 1131315) and is a Registered Charity (No. 514382).  
\*addressed envelope please) or telephone 0603 300907.

**SANDTOFT TRANSPORT CENTRE**  
Belton Road Sandtoft Near Doncaster South Yorkshire



24 Hour Information Line

Tel: (0724) 711391

SANDTOFT TRANSPORT CENTRE LTD. is a Company, limited by guarantee  
(Registered in England No. 1131315)  
and is a Registered Charity (No. 514382).

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

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