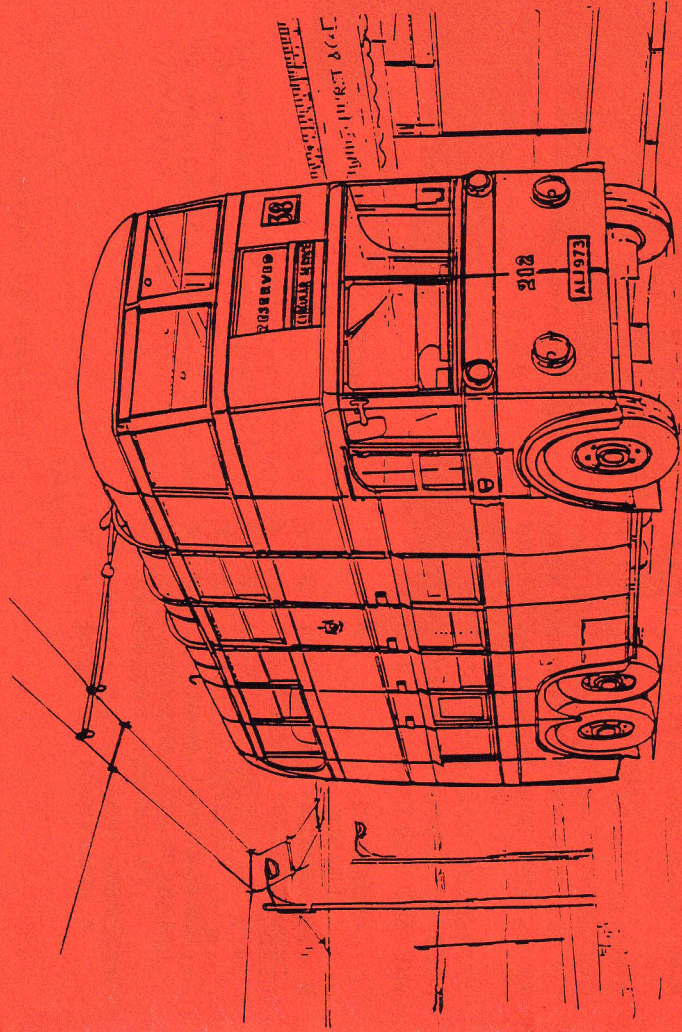

SANDTOFT SCENE

No. 28

AUTUMN

1994



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

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COVER :- To commemorate the twenty-fifth anniversary of the closure of the Bournemouth trolleybus system we depict ALJ 973, Bournemouth 212 (originally 99), on the front cover. This is the sole representative of this marvellous fleet to be housed at Sandtoft. The vehicle was built in 1935 on a Sunbeam MS2 chassis with a Park Royal H31/25D body. We hope that it will run again soon.

SANDTOFT SCENE : NUMBER 28 : AUTUMN 1994 : Editor: M. F. Barratt

Editorial Address : See Opposite Page

EDITORIAL

I have had a wonderful response from the readers following my plea for articles and I am delighted to be able to produce another bumper 16-page edition of SANDTOFT SCENE after two 8-page versions. Indeed, with the addition of photographs this time I have had to hold over some copy until the Winter edition. I am especially grateful to R. J. Law for his article and for so kindly printing this out on his own justifying word processor. If all contributors could do this it would make my task that much easier and we could produce better and larger editions speedier. My thanks to all who have helped put this edition together and especially Jim Sambrooks, Bob Ashton and Francis Whitehead.

Michael F. Barratt

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BACK EDITIONS

Further copies of SANDTOFT SCENE Nos. 19 - 28 are available from the editor price 75p to include postage by writing to him at his address opposite. All profits from the sale of back editions goes straight to the Company's development fund.

THE TROLLEYSHOP DID A ROARING TRADE ON THE GATHERING SUNDAY.

WE EXTEND OUR THANKS TO ALL WHO HELPED MAKE GATHERING '94 THE HUGE SUCCESS IT WAS.

NOW LET'S GET CRACKING ON THE SANDTOFT GATHERING '95.



MUSEUM SITE NEWS

by Bob Ashton

LECTURE THEATRE

During the August Bank Holiday Weekend a new slide show entitled "THE FIRST 25 YEARS" was premiered in the Lecture Theatre. The popular slide and talk "HOW A TROLLEYBUS WORKS" has been presented on recent Trolleydays by our younger members, Paul Sheppard, Adrian Proctor and Steve Lambett who is also now giving the introductory slide show "WELCOME TO SANDTOFT". More model buses have been acquired for the working model tram display at the rear of the Theatre.

MINIATURE RAILWAY

More ballasting of the railway track continued in July, but sadly no locomotives arrived to pull the carriages which had been cleaned and prepared by some visitors from the Kent and East Sussex Railway. However, with a battery/electric locomotive, train services were resumed again on the Sunday of the August Bank Holiday and on the Monday trains were steam hauled once more. Regrettably, the locomotives failed to turn up again for the SANDTOFT GATHERING '94 and the Board are now looking into the possibility of acquiring the railway and having it run by the Company.

TOILETS

Every attempt is made to maintain a high standard of cleanliness for the public open days, but this task is made harder by working members leaving the toilet cubical facilities in a DISGUSTING state and the sink in a FILTHY condition; this does not enhance our reputation or help the poor mugs that have to clean up the mess left by those thoughtless people. They know who they are!!

CARDIFF 203 IS SEEN PROVIDING STERLING SERVICE AT THE SANDTOFT GATHERING '94 AFTER HAVING REPRESENTED SANDTOFT AT THE "TROLLEYBUSES GALORE" EVENT AT THE BLACK COUNTRY MUSEUM.

BELOW - TWO OF OUR VISITORS ENJOYING A SNACK AT THE GATHERING



SITE SECURITY

The back straight fencing has been renovated by a contractor with some new posts etc. and now looks much tidier and, hopefully, more secure. The front gate is still being left unlocked by some members during the day which defeats the whole point of the new and expensive fencing. Members are asked to remind themselves of the company regulation set out on Page 4 of "SANDTOFT SCENE" No. 26 (Spring 1994)

GARDENS

More shrubs, trees and plants have been kindly donated by members: hopefully next year there will be a more colourful display around the site, but we shall need more bulbs and shrubs (especially of the EVERGREEN type) so keep them coming in please. If you are a gardener yourself (whether keen or otherwise) splitting the odd overgrown bush can provide us with the start of a fresh shrub. Many plants propagate well this way. We also need bulbs (no not electric ones Jim!!) particularly daffodils, crocuses (croci? - Ed) snowdrops etc. The moles SEEM to have packed their bags and gone elsewhere but the rabbits have stayed and do what rabbits do best (for those who do not know we suggest you read Watership Down or watch Desmond Morris), in addition to damaging some of the plants. This is the reason that so many "pop" bottles are seen to be multiplying (like the rabbits) around the site to protect the plants.

NEW DISPLAYS

As the Lecture Theatre is unable to provide any further display areas without losing yet more seating other locations are being considered. Sheffield Tram body 419 in the picnic area can certainly help out to some extent but we are still desperately short of alternatives.

On the 14th August Trolleyday a display of two working Lister 'D' Barn Engines and a 1939 J.A.P. generator were put on display in the car parking area next to the railway station. A display of bygone household items were also included. The display was again set up for the August Bank Holiday weekend and created much public interest. Alongside the stationary engines a display of photographs illustrating the first 25 years of Sandtoft was also set up. So far we have been lucky that the weather has been dry on all three days but it does rain at Sandtoft so for the September and October events two canopies are being erected.

SHEFFIELD TRAM 442

On 4th September five electric light bulbs placed in the original ceiling locations were switched on for the first time. The following day five original ceiling lamp mouldings were also fitted. The "MEADOWHALL" destination has now been changed to "ECCLESALL" and can be illuminated. It looks very effective in the dark. 442 has now been wired up for sound. Sound effects of a Sheffield tram can now be heard. With the lights on at night and the sound effects it is easier to imagine yourself en route to Vulcan Road rather than on an airfield in Humberside.

SHEFFIELD TRAM 419

For many years this tram body has been slowly deteriorating unlike its sister 442. Various items have been removed to fit on 442 and some have gone to the Sheffield Bus Museum at Tinsley. So with two boarded-up large broken windows and two opening windows removed and the exterior woodwork splitting 419 was definitely looking an eye-sore next to the developing picnic area.

On 2nd July work commenced to save it from the possibility of it being scrapped. The first stage was to make it presentable in time for the SANDTOFT GATHERING '94. This involved replacing all the missing glass and removing and replacing most of the wooden panels below the windows.

Both of the sliding doors had been removed for some years now (one was fitted to 442). A temporary door based on an original was fitted to the end nearest the picnic tables, but an almost fully operational replica door was made and fitted to the end facing 442. September has seen most of the exterior work completed including a coat of bitumen paint to its corrugated sheet roofing. A work bench has been fitted the full length of the tram body which doubles as a display area. 419 has already hosted an exhibition of "Electricity in the Home during the Trolleybus Era" which included several vintage electric fires, a vacuum cleaner and display panels.

Restoration work on the interior has started with the removal of ten wooden strips next to the windows which are all marked '419' which confirms that it is not 413 as stated in a previous edition of "SANDTOFT SCENE". A mains electricity supply to 419 is to be provided so as to illuminate the displays and the interior for the many hours of work that will be required this winter to strip off a tar like substance on the ceiling.

NOTICE TO ALL MEMBERS

PLEASE NOTE THAT MEMBERSHIP RECORDS ARE KEPT ON COMPUTER AND ARE HELD AT 3, LITTLECOTE DRIVE, READING, BERKSHIRE, RG1 6JD. THIS NOTICE IS GIVEN UNDER THE DATA PROTECTION LEGISLATION.

IT IS IMPORTANT THAT THE COMPANY KEEPS UP-DATED RECORDS. IF THE ADDRESS TO WHICH THIS SANDTOFT SCENE WAS MAILED IS INCORRECT IN ANY RESPECT PLEASE WRITE TO JOHN WHITEHEAD AT THE ABOVE READING ADDRESS AS SOON AS POSSIBLE. THANK YOU FOR YOUR CO-OPERATION.

SCENE AT SANDTOFT

by Jim Sambrooks (with Bob Ashton)

The "Trolleybuses Galore" event at the Black Country Museum, which was mentioned last time, was deemed to be very successful and those of our vehicles which attended gained us much welcomed publicity especially with Cardiff 203 getting its picture in "BUSES" (not to be outdone it's photograph also appears in this edition of SANDTOFT SCENE - Ed.). Unfortunately, 203 suffered no less than three blown out tyres on its return resulting in some damage from the tow bar also. This does highlight the problem of moving buses around the country on ancient and dubious tyres even though they may look alright on an initial inspection.

Once repaired (and a fourth suspect tyre changed) 203 was ready to enter service at the SANDTOFT GATHERING '94. Other trolleybuses which saw service at that event were Nottingham 493 (the four wheeler), Nottingham 506 (a six-wheeler) and Reading 181. The latter two had entered service for the first time after many years out of service. 203 and 493 entered service for the first time at Sandtoft since they were withdrawn from public service all those years ago. 493's return to service was rewarded by winning the Dare Progress Cup reflecting the vast amount of work put in by its owner Andy Thornton (Newsands to his "friends"!) who also runs our Traffic Department. 506 was judged to be the best trolleybus in service both awards being well deserved and a double for Nottingham for the first time ever!

Other resident prizewinners were SYPTE 2540 (for the best Dennis) and Doncaster 55 which took three awards! (We had to do a fiddle to stop it winning a fourth award but don't tell the Felix Group!) - Surely not - (Horried Ed.)

The star of the visiting vehicles (and probably the showstopper) was Bradford 82. This vehicle once festered at Sandtoft as the Regency "Hotel". Having been restored in just over two years by Jim Speed it was another well deserving prizewinner. Later in the day the cameras clicked away merrily as Bradford 82 was lined up with Bradford PD3, 220, from Ludlam Street Museum and the three serviceable Bradford trolleybuses. A Nottingham line-up was also staged with 493 and 506 posed with a passing Atlantean of the current Nottingham fleet.

oo0oo

The availability of land for use at the GATHERING is always a problem; more than ever this year despite, as always, arrangements having been made as long ago as February. One farmer had gone on holiday and forgotten to tell his manager that we were to use some of his land for the car park! The amount of space available is getting less and less each year and this is now leading the organising committee to seek an alternative car park and rally site for future use. More details will be forthcoming in the next edition but we shall need extra volunteers to help man the, hopefully, enlarged event.

oo0oo

A lot of people put masses of hard work into the GATHERING and I would like to use this opportunity to thank them all (even your editor was seen with rag and "silvo" cleaning up the prizewinning cups at 7.30 am on the Sunday morning!). Our neighbour, Andrew White, and his staff were very helpful and even provided a monster digger to help fill the skip (three times!!).

oo0oo

Vehicle restoration work has seen the fitting of a new nearside front wing to Doncaster 22 and much work to the emergency door area. Sister vehicle 94 is having its back brakes attended to as has Bradford 792. 847's rear framework has been straightened and panels re-attached. Huddersfield 541 is receiving major pillar replacement and a new platform. Cleethorpes 54's trolleyheads have been fitted along with further panels and destination blinds.

oo0oo

As part of Doncaster's "800 Years" Celebrations mentioned last time, the railway "plant" works staged an open weekend with Doncaster 33 and 206 providing a free service and 55 being on static display. 206 took it all in its stride as would be expected; but the hot weather and heavy loads were too much for 33 which gave up late on Saturday afternoon. Repairs were soon executed and she proved herself on the Sunday. The museum's involvement was masterminded by "His Royal Highness" Ian Jones and we received, once again, a great deal of local publicity. Various school open days have been attended by 33 and 206, the latter providing the free services for Westwoodside and Epworth Agricultural Shows and the AI Society's AGM at Doncaster Grammar School. Sheffield Fleetline 754 has stood in for 206 on the Doncaster service and the Isle Tour.

oo0oo

The Mainline Group (formerly South Yorkshire Transport) has closed two Sheffield depots and, thanks to our previous Chairman and Managing Director, Bob Rowe, we have acquired many useful parts and equipment.

oo0oo

In an attempt to rid the site of a lot of old tyres many have been removed from their wheel dishes but the cost of actually disposing of them is proving to be prohibitive at the moment.

oo0oo

An envelope received in the Museum's letterbox recently was addressed to "Sandtoft Transport Centre, Nr. Gloucester." Full marks to the Royal Mail for finding us on the other side of the country! The letter originated in Ipswich.

oo0oo

Well, it's time to close again for now. Please remember the two important events before the next issue - YORKSHIRE DAY on Sunday 23rd October (see back page) and the ANNUAL GENERAL MEETING on Saturday 19th November (see inside back page)

S'thee, JIM.

Trolleybuses I've Known.

By R.J. Law.

Since our Hon. Editor has expressed an opinion that he's short of articles, I thought it might be an idea if I put pen to paper, to encourage the rest of you to do the same - I know what it's like as the editor of a newsletter for, as some of you may know, I have the dubious privilege of editing "Fleetlines", the newsletter of the Doncaster Omnibus & Light Railway Society.

Well, since the title of this article is "Trolleybuses I've Known", I suppose that's what I'd better tell you about, though, quite honestly, I'd rather be telling you about pubs, breweries, etc., but..... trolleybuses it is.

Like most of us, I was born at an early age, but was unfortunate enough to have this traumatic event in Middlesbrough, which, at least, makes me a Yorkshireman. Apart from being my birthplace, Middlesbrough had one other claim to fame, as far as I was concerned - it had trolleybuses..... well, to be exact, there were trolleybuses somewhere in the area. My childhood days in Teesside are a mental block to me, as I moved away (with my parents I hasten to add) before my second birthday and it wasn't until the late sixties, on the occasion of a DO&LRS tour that I first remember coming across Teesside Railless Traction Board trolleybuses. They'd just become part of Teesside Municipal Transport, which was later renamed Cleveland Transit, so both the old and new liveries were to be found. The old, darkish, green colour scheme was quite pleasant and fitted in well with the industrial and suburban surroundings of the area, but the newer one - well, I can best describe it as the colour that I imagine toothpaste flavoured ice cream might be. TRTB trolleys couldn't be found in Middlesbrough town centre, so we had to go out into some evil areas to find them. The depot was near a load of waste ground near Cargo Fleet and much of the route took one through steelworks belching black and brown smoke. I found it all quite fascinating. Mind you, it wasn't all industry and, in parts of Eston, the trolleybuses went into pleasant suburbs and even, on a newly opened extension, into green fields awaiting the new houses. All the trolleys carried Roe bodies, which reminded me of those in Doncaster, which is where I moved to in 1953. ("What.....are you that old?! - Ed.)

Doncaster, at least, had trolleys into the town centre. I lived on Sprotborough Road, only half a mile or so from the Bentley route. Sadly, the rebuilding of Mill Bridge (over t'River Don.) meant that this service closed in about 1957, or thereabouts. However, my gran lived on the Wheatley Hills route, which, as it was a posh area, was given red destination blinds. Not that any of my family could remotely be described as posh! The Wheatley Hills route split off from the Beckett Road service on Netherhall Road and I always enjoyed it when the bus tried to go one way and the booms the other.

Doncaster Corporation were a tight lot, never being ones to throw anything away. In the 1950s & 60s, many of the wartime utility trolleybuses were rebodied with nice new Roe bodies, an example being the preserved 375 at Sandtoft. However, the trolleybuses were abandoned in 1963 and DCT considered it wasteful to get rid of these nearly new bodies, so they put them onto motorbuses: Leyland PD2s and Daimler CVG6s, the latter chassis being bought new for the occasion.

Doncaster CT also ran out to Balby and only a couple of miles away were the wires of the Mexborough & Swinton system, at Conisborough, where the trolleybuses negotiated the tight curves around the castle. The rural nature of this section of the route was in complete contrast to the rest of the system, which served such delights as Manvers Main Coking Plant and other similar establishments. The main depot was at deepest Rawmarsh, where I didn't get to very often, but I used to regularly pass the small sub depot just outside Mexborough, where the single deck trolleybuses seemed minute compared with the big six wheelers in "Donny".

Roe bodied 6 wheelers could also be found in Rotherham, where more Mexborough & Swinton vehicles could also be found. I usually approached Rotherham on a 77 bus (a joint Rotherham/Doncaster/Sheffield municipal service), so the first trolleybuses I would see would be RCT ones - great big lumbering Daimlers heading to or from Silverwood.

My favourite Yorkshire trolleybuses were those of Hull, or Kingston upon Hull Corporation Transport, to give it the correct title. My family made regular forays to Hull as we had friends at Hornsea and we had to change trains at Hull Paragon station. We usually took the opportunity to have a meal in Hull, which gave me time to admire the scenery. Hull's trolleys had centre entrances and a smart blue livery, with the 50s version of "go-faster stripes" and the legend "Corporation Transport" emblazoned on the side, though no mention of which Corporation. They looked incredibly modern to my young eyes.

Two other Yorkshire systems were seen by my eyes. The biggest I'll leave 'til last, so let's move to Huddersfield. I visited here several times and even have some of my own slides of the big 6 wheelers running in the town. My cousin and I visited the depot on several occasions and were always refused permission to look round. However, the office was in the back of the depot and that was where one had to ask permission. So we could go in down one aisle, getting the numbers on the way, poke our noses in the office, get told to, "Sod off", and exit via the other aisle, getting the other numbers on the way out! I actually rode on a tour of Huddersfield trolleybus routes, not long before closure, with the likes of Len Smith, who some of you may remember. My main memory of this tour is of standing on the rear platform, singing, "Better things are electric", after the TV advert of the time.

You've probably guessed that the other trolleybus system in Yorkshire that I visited was Bradford. The vehicles here seemed modern to my eyes, with up to date features like front entrances. Invariably, any trip to Bradford meant a run out to Thornbury depot, which never presented any hindrance for visiting enthusiasts, even scruffy little urchins like my cousin and myself! Enough has been written about the Bradford scene without me adding too much to it, so I'll move on and out of my native Yorkshire.

Many of the northern trolleybus systems managed to avoid me, but I did manage to see a few of Glasgow's trolleys, albeit only from a stationary railway excursion, in the middle of the night, waiting signals on a bridge, just south of the city centre.

I did, however, see a lot more of Manchester and Ashton under Lyne trolleybuses, mainly because of an organised tour I went on, again with Len Smith and, if I remember rightly, Bob Ashton. I considered the red Manchester trolleys to be rather ancient and decrepit, but was suitably impressed with the blue Ashton ones. The scenery on the joint routes certainly left something to be desired, but it's a lot better than it is today, as half of it has been demolished.

Sadly, Walsall's trolleybuses eluded me, by about a month. My first visit to the town was, I think, 1970 and the wires were in the process of being removed. Ah well, can't win 'em all.

I think the only other trolleybuses I saw in Great Britain were those of London but, as they didn't run into the capital's centre, I only glimpsed them from the train, around New Southgate.

However, trolleybuses didn't (or don't) just run in the UK. Foreign parts had them as well. Apart from a day out to Calais (which is full of French people and well worth avoiding), my first excursion abroad was to Spain, with the Directors & Associates of Destructions Inc. in 1974. We had

a week in a place called Sitges, just south of Barcelona. On one day of our visit we ventured further south to find a trolleybus system that reportedly had some ex London trolleybuses. I forget the name of the town, but it doesn't really matter because we didn't find what we were looking for. The trolleys appeared to have recently ceased running, though all the wiring was still in place, and the only bus we found was a French built single deck trolleybus.

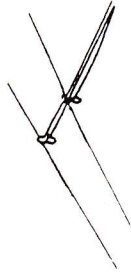
A more successful visit was to Arnhem in Holland, in, I think, 1975. This was well worth a visit, having a modern fleet of single deckers, including some built by Leyland. I returned in 1993 to Arnhem to find the trolleybuses still running, though with very impressive, more modern vehicles.

Further afield, my lady friend and I went to Russia a few years ago, in the "Glasnost" era. Here we found trolleybuses in two places. Moscow, the capital city, had a very large system and the trolleys were kept quite smart, in a red livery. All were single deckers, though some were articulated. The latter, along with their normal commuter duties, were also used on the city tour.

The other system visited in Russia and, in fact, the last time I rode on a trolleybus (except for preserved ones), was Vladimir, a city about 150 miles east of Moscow. Standard Soviet trolleybuses were employed here, again officially using a red livery, though this seemed to not always be the case, some being in all over advert colours, while others appeared to have been painted to the driver's own specifications!

The final place to be mentioned is Germany. Again, this was on the occasion of a DI visit, to the Ruhr area. I felt quite at home here as the place is surrounded by steelworks. We'd come to see the unique "Danglebahn" (as we called it), the monorail that lives in Wuppertal. At one end of it, much to my surprise, we found a small trolleybus system, with the ugliest trolleys I'd ever seen, almost boxes on wheels.

Well, that's it, I think. I hope I haven't bored you to tears. At least it might fill a space.



COMPANY NOTICE BOARD

ANNUAL GENERAL MEETING

Members are requested to note that the 11th Annual General Meeting of SANDTOFT TRANSPORT CENTRE LIMITED will be held on Saturday 19th November 1994 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 9HX 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 23RD OCTOBER 1994.

PUBLICATION DATES AND DEADLINES

SANDTOFT SCENE is published quarterly with each season having a different coloured cover. The colours and publication dates for 1995 are as follows: -

January 31st	Winter Edition	(Blue Cover)
March 25th	Spring Edition	(Green Cover)
June 24th	Summer Edition	(Pink Cover)
September 29th	Autumn Edition	(Orange Cover)

Members should expect to receive their copies about a week later. Last date for receipt of information, news and articles is two weeks before publication date. We do need articles and are anxious to publish your views and comments so please get writing today!

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

