

# SANDTOFT SCENE

ISSUE NO.35 AUTUMN 1996



THE JOURNAL OF SANDTOFT  
TRANSPORT CENTRE

# Sandtoft Transport Centre Limited

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**COVER PICTURE:** Opporto 140 arriving at Sandtoft. Photo by Graham Bilbé.

Contributions and comments (for publication or otherwise) are always welcomed by the Editor. Please write to him at the above address. The content of individual articles printed in this publication are intended to represent the opinions of the contributor, they are not necessarily the opinions of the Sandtoft Transport Centre Limited, its Directors or its Membership.

## EDITORIAL

### From the new Editor

It is with sadness I advise you that Michael Barratt, our editor for many editions has decided to relinquish the post. I am sure I speak for all of us in thanking Michael for the hard work he has given to the Sandtoft Scene during his term of office, Michael brought a style to the scene that will be hard to follow. However I can report to you that I have accepted an offer from the board to make my temporary editors position permanent. I believe the Sandtoft Scene is your publication not mine, my task is only to decide what is to be included in each edition, what is held over until the next edition, or what gets the big black pen. So please send me your contributions for publication, they don't need to be neatly typewritten as it can soon be typed up, a few hand written lines on the back of a fag packet is just as acceptable for publication if the content is interesting. Neither does an article need to be on a pleasant subject, a legitimate grievance which needs bringing to the attention of the membership has just as much place in the Sandtoft Scene as letters full of praise. Photographs for publication (including video footage, from which suitable frames can be captured), are extremely welcome especially the unusual or candid shot. Many thanks once again to those who have given me their support over the past two editions and to those who have contributed articles for publication in this edition.

### 1984 DATA PROTECTION ACT

Members are reminded that all Sandtoft membership records are now held on a computer database. The data is maintained only for the purposes of ensuring accurate membership information is held in a central record and is used for example in such tasks as the production of mailing labels for Sandtoft Scene, it is not made available to any other organisation, company or third party. If members would like access to their own records or require any other information about the Act would they please write to the Company Secretary enclosing a S.A.E.

### Membership fees

At the recent meeting of the Board of Directors on 1st September it was agreed to increase membership fees for next year. The revised rates introduced from 1st April 1997 will be as follows:

Adult Member (Direct)	£7.50
Adult Member (Contributing Society)	£6.00
Junior Member (under 18)	£3.00 (no increase)

In addition, it is hoped to introduce a new category for additional adult members of the same family at £3.00 per additional member. Referred to as 'Family Members' it is envisaged they will receive full membership rights but not copies of Sandtoft Scene.

### Gathering Preparations by Geoff Griffiths.

Opporto 140 arrived Wednesday before the Gathering direct from Southampton Docks where it had arrived the previous afternoon. The towing wagon had already departed with Glasgow 78 bound for Fifield, near Maidenhead. I arrived at Sandtoft on Thursday morning to find Graham Bilbe and Sue already sorting out the parts that had been removed from the vehicle to permit shipment and the multitude of spares that had accompanied it, all of which were carefully stored within the saloons of the bus. The trolley bases, booms and shroud were extricated and, a trestle, planks and ropes were obtained so these components could be hauled up to the roof. Richard Rampton arrived that afternoon having seen 78 being put to bed at Fifield. By the late afternoon all was shipshape on top and the retriever ropes were reconnected. This vehicle is fitted with retractable steps (small) up it's near side and one's first journey up and down is rather awesome, although the drivers position was designed for short legged people these steps are the reverse. Later in the day Richard Bilbe arrived with Reading 258 (??). The lighter spares were off loaded and found homes as some were BUT parts for other vehicles. On the Friday and into Saturday the heavy spare front axle, differential, dynamo and compressor were eventually off loaded with the use of an engine hoist. Much manoeuvring with the aid of the Preston was needed before these were safely deposited inside the depot. Peter Swift then brought 834 alongside and an air line linking both vehicles was attached to charge the system sufficiently to release the air hand brake. This allowed 140 to be towed to the workshop for examination. However as it arrived at the workshop doorway it was found to be too high, one trolleybase needed detaching to allow the top of the vehicle to pass through the gap above the doors provided for the overhead wires, after this was achieved the examination proved satisfactory. After a lot of work and examination into the air system to get the hand brakes to actuate away from the overhead, it was eventually worked out that the air system is in three parts, handbrake, airbrakes and suspension and the handbrake needed charging from an outside source. Some other mechanical work was also considered advisable and a few minor electrical corrections. After moving out and putting under the wires there was more than a little discussion as to what switches did what, until it was then found that 95% of the low tension circuitry was dead, because all but one of the miniature circuit breakers were missing. This was deftly overcome by Richard Bilbe with fuse wire and insulation sheathing and she was ready for test running. The only drawbacks are a noisy compressor for the brakes and power assisted steering (but also acts as an audible de-wirement buzzer!!); a squeaky suspension and the need to take care with the retriever ropes when passing other high vehicles. It ran in service during darkness at the barbecue on Saturday evening and then for the Gathering itself on Sunday. However it did sustain several de-wirements and a bent boom so this department needs closer attention.

Meanwhile the saga of 172 continued, it had returned from Westgate where Armthorpe motors had been attending to the problem of the brakes not releasing, all seemed well until the compressor charged the system and again they refused to come off.

Another call to Armthorpe Motors who eventually diagnosed that the drivers valve was allowing air to go straight to the cylinders. The cause was soon identified as an incorrectly adjusted rod, but it was also found that the handbrake rod linkage had been incorrectly reassembled. Again Armthorpe Motors attended to this and all was fine. Re-sheathing of the cables on top proved difficult for Sam (Maguire) but was finally achieved. The problem of a soldered connection was rectified by Peter Swift and a new set of blue bulbs (as used during blackout restrictions) were provided by his theatrical contacts. Also allowing this to run on Saturday night looking very eerie with the blue internal lighting and masked head lights, I'm glad I was not the one driving it!

Peter Swift and Steve Harrison did more work on 703, it runs nicely but needs a lot more attention before entering public service including a repaint, hopefully in it's existing distinctive livery, but I fear it will become another ordinary Bradford Blue.

706 was unfortunately found to have a defect in the compressor so was sidelined and 506 had a defective resistance in the DWI so that too failed to make it into Gathering service. However it attended the Ruddington Rally on August 17th, prior to which it stood in Market Square, Nottingham.

56 was as usual given a thorough wash and clean up by Malcolm, with assistance from Dave and Arran Franks and now sports new tread canvass on the drivers step ring. Dave has also yellow lined the pavement edge outside the Lecture Theatre loading point.

More faces appeared as the weekend wore on and all the service trolleys were washed and cleaned, but there was certainly a fall off in the number of members attending for working week. The service trolleys were all checked and positioned ready for the Sunday, they were Bradford 735, 746 and 834, Derby 172, Huddersfield 631, Maidstone 56, Nottingham 493, Opporto 140, South Yorkshire 2450 also Limoges 5 and Aachen 22 operated a few trips towards the end of the day. All remaining vehicles were towed off down the runway mainly by Chris Whitehead and Brian Maguire.

Andy Feather checked the overhead and removed the frogs that had been inserted near the toilets for the originally proposed Visitors Centre. He also attended to two broken spacer bars following a de-wirement on Gathering day on the back straight near Rammel corner.

On my arrival the place looked like a building site with the toilets having had additions built to each end, but still needing some internal work and the new Axholme Stores being constructed alongside the lay-by. Very satisfying to see some improvements to the site at last, although the area was left tidy on Friday evening. The new kiddies play area alongside the Huddersfield Tram Shelter sports a slide and climbing frame with a surface of safe material. It sounded as though it was well used most of my time there.

This year most of the stall holders were in position by 10.30, so trolleys operated on the inner and outer circle until about 5.00pm, as again the stall holders did not start loading up until later than usual. Apart from the interruption by the damaged overhead, operations seemed far smoother and trouble free than usual with the numbers of trolleys available back to those of several years ago. Although Sandtoft seemed busy several others shared my view that the atmosphere of previous years was lacking with the car park and visiting vehicles being at a separate site which, during my visit at around 1.30pm seemed very quiet.

#### **SCENE AT SANDTOFT. By Jim Sambrooks.**

Of course the major event on Sandtofts calendar is the Gathering held on the last Sunday in July. The event followed the layout adopted last year with visiting vehicles, judging and prize giving at Ealand and frequent free bus service to Sandtoft where all the usual attractions were on show.

Opporto 140 arrived on the Wednesday before and work commenced immediately on preparing it for service, once it could be made to fit into the workshop, this included removing a trolley base to allow it to pass under the workshop girder work. Saturday afternoon saw the vehicle being pulled out of the workshop, reassembled, leakage and brake tested.

Derby 172 also saw frantic last minute preparations following brake problems earlier in the season. Both vehicles were passed fit for service by teatime on Saturday.

2450 was judged to be the best trolleybus in service but the prize was given to runner-up Huddersfield 631, as the judges felt it unfair to award the prize to an almost brand new vehicle. 2450 received the best Dennis trophy instead. The Dare Progress Cup for the vehicle or project making the most progress went, most deservedly to the Miniature Railway. Other prize winning residents were Tony Pears Doncaster 122 winning about three prizes and Sheffield Fleetline 754, best preserved vehicle from the Isle of Axholme. 754 along with Doncaster Leyland Saloons 33 and 55, Eastbourne Regent V 69 and visiting ex SYPTA AILSA 388 all put in sterling service on the free shuttle 18 and Doncaster service 126. 388's header tanks were filled to the top with tins of highest quality cream. Apparently 388 had to be modified to make it scream as this feature was missing when the bus entered preservation. Richard Rampton brought his Reading Reliance up from Fifield, Berkshire to operate the service. Other visiting vehicles also were seen to make the occasional trip, Leon's latest Fleetline/Alexander 142 worked all day. The Mainline group made up the shortfall and provided a low floor Volvo B6 normally used on Goole Town Service for disabled visitors, they even sent B6 demonstrator to act as a "dup" if necessary. The trolleybus service was provided by Bradford's 735, 746 and 834, Derby 172, Huddersfield 631, Limoge 5 after very late electrical attention, Maidstone 56, Nottingham 493, SYPTA 2450 and Opporto 140. Only one major de-wirement occurred, breaking three spacer bars and causing disruption of service for a while in the late afternoon until repairs were effected.

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The award winning miniature railway carried full loads all day with both steam and electric engines in operation, running past the CAMRA beer tent which amongst other real ales was offering three specially brewed for the event, Trackless Mild from Mexborough's Concertina Band Club, Off Yer Trolley from Doncaster's newest brewery Glentworth of Skellow and Sunbeam Summer Ale from the Steam Packet at Knottingley. Many thanks to all who contributed to make the Gathering a success, not just those in the glory jobs but those who carried out the mundane unseen jobs as well.

The scrap tyre mountain was reduced considerably during the working week before the Gathering with three dozen going to a tyre collection company at a cost to the museum. The remains of the old generator went for scrap at the same time. We have also said goodbye to another old friend, the "Grey Fergi" tractor, its place being taken by a Nuffield Universal built in 1955 with a BMC 3.4 litre diesel engine complete with pneumatic governor, apart from being in better condition than the "Fergi" it is heavier and more up to the job. It is currently being prepared for its use as a towing vehicle and is under the control of our farming consultant Ian Wilson. One rear tyre is required 11.00 x 36, can anybody help. Also during working week another clock was plumbed into the system, this one is a hanging clock and came from Sheffield's Leadmill Garage. The new gates to the stores area were hung and the old ones dismantled with very little effort, they were absolutely rotten.

It was very pleasing to see three Doncaster vehicles receiving attention at the same time on a recent Sunday. Regal 111 (not Regent as in last issue) 22 having a new cab panel fitted, Tiger Cub 33 new batteries fitted and secured and Trolleybus 375 attention to the lower saloon. On another occasion 112 "the TARBURNER" had its rear wheels overhauled, re-painted and re-fitted.

Nottingham 137 has had its staircase re-built and re-fitted and sister 506 has been on display in its home city and at Ruddington Transport Museum. Bradford 558 continues to make steady progress while Karrier W's 703 and 792 from the same fleet have had "pre MOT" inspections, no major faults were found on either but many smaller ones will need attention.

Cleethorpes 54 is progressing at an alarming rate, the upper deck window surrounds were gloss painted before the Gathering just to show some progress on the outside, as most of the work carried out recently has been to the inside and wiring. An amazing stroke of luck befell Andy Fieldsend when in a chance conversation with Philip Groves, a former General manager of Nottingham City Transport, he was offered a workshop manual for 54 which had survived since Nottingham bought some of 54's sisters during the last war. Needless to say the offer was accepted without delay, many thanks are due to Philip for his kind offer.

Grimsby 81 having lost its inside storage space due to a total lack of attention, has now seen a restart on the work commenced some years ago and London 1201 has had its rear wheel arches overhauled and new L/D panels fitted.

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Glasgow TB78 left as a return load for the vehicle that brought 140, it is now at Fifield where restoration is to be completed, hopefully in time for its 40th birthday in two years time, when it is planned for it to re-enter service at Sandtoft. Bradford Tower wagon 032 has returned and soon put to use on overhead repairs. Away also goes Reading 113 not far though, only to Mike Dares private museum at Westgate, to allow space for Derby 172 at Sandtoft.

Work on the Vehicle Owners Agreement continues and a Code of Conduct for all members is currently being drawn up.

### TESTING OF TROLLEYBUSES

Both Martin Gibbons and Geoff Griffiths have decided to stand down after several years of carrying out safety tests on trolleybuses. Dave Shepherd and Jim Sambrooks will take over the job from the start of 1997. Owners wishing to put their vehicles forward for test should contact Dave or Jim at the museum. A new broom, as they say sweeps clean, what will two new brooms be like?

### PARKING OF EXHIBITS

The depot layout is arranged by the Vehicles and Exhibits Manager. Each space is allocated to a particular vehicle, vehicles should occupy the space allocated unless agreement is reached with the Vehicles and Exhibits Manager. We will try to accommodate outside vehicles in the depot when spaces become temporarily available, the appropriate fee being payable. Vehicles should not be parked in the depot without prior agreement with the Vehicles and Exhibits Manager, Ian Wilson.

### TRAFFIC REPORT, up to and including the August Bank Holiday, by Andrew Thornton

The first event in this report is a party visit by members of the Newcomen Society. For a variety of reasons this was not the easiest of visits to arrange, so I was delighted to receive a thank you letter afterwards (Printed on page 10 Ed). We have also gained valuable experience in dealing with an extremely well organised client.

May day followed, with the British Trolleybus Society contributing to events on the Monday. I had rostered Derby 172, Huddersfield 631, Limoge 5 and Nottingham 506 for the event, these being either B.T.S. vehicles or owned by their members. In the event 172 was in the workshop for most of the day, under attack from Jim Sambrooks and Peter Swift. So when Vera (Limoge 5) threw a Colere (tantrum) and failed early in the afternoon, Bradford 746 was substituted.

The Fathers day event was not as well supported as last year, but was still a success. A similar privately organised weekday event was well attended and enjoyed by all, including Peter Swift who undertook the instruction. Thank you Peter for this and all your other work for the museum.

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The mid-July days followed. These have been reasonably well staffed, but would have been better for more visitors. They have though fulfilled my aims when originally proposing them. We have with the benefit of minimum staffing, been able to operate the museum. Thus entertaining, rather than disappointing, the many visitors would have come anyway and hopefully attracting a few more, thus making a small profit into the bargain. Several staff have been able to combine operational duties with other site work, for example, Chris Proctor was seen to set up the book shop, then (whilst leaving his wife Linda in charge) carried out alterations to the layout of the path leading from the pedestrian gate used at the Gathering. When the new buildings are commissioned with the Pay Box and Trolleyshop re-located to the Axholme Stores things should be much simpler.

Gathering followed this activity. Again this was successful Trolleybus wise, with 10 vehicles in service and Opporto 140 making its debut at Sandtoft. The first operating Gathering for South Yorkshire 2450 and (for many years) Bradford 746, Huddersfield 631, resplendent in its new coat of paint was awarded best service Trolleybus. Two vehicles unfortunately had to be sidelined prior to the event with electrical problems, Nottingham 506 with a dewirement indicator fault and Bradford 706 with a Compressor fault, but fortunately there were no failures during the day.

The only major disruption was a 45 minute gap to allow for overhead repairs, following a de-wirement. Initial investigations indicate that this was probably due to driving technique. A number of regular drivers have experimentally adopted a revised driving technique at this and similar locations. This appears to be successful in preventing de-wirements. Details will be circulated to all drivers in due course.

The mid-August days continued in the same way as the July days, but with more interference from the weather. One day was a heat wave and one, plus the two Bank holiday days were spoilt by monsoons. The staff rostering scheme had moderate success and will be repeated next year. Please think about when you can come, commit yourself in advance and then turn up on the day.

The trainers have been busy again, congratulations to:- Alan Bird, Janet Daintree, Graham Hobbins, Sylvia Nicholls and Dave Topham for passing out as drivers and to Rob Cleary as a conductor.

Sylvia Nicholls is of course our first lady driver. Not to be outdone, Janet Daintree followed hard on her heels a matter of a few weeks later.

The improved availability of platform staff is easing operations considerably. It is even possible to take the odd meal break now.

Everyone passing a trolleybus related training course now receives a certificate.

Consideration is being given to introducing some form of continuous development scheme for platform staff. Any suggestions please in writing to the Traffic Office.

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**THE NEWCOMEN SOCIETY**  
FOR THE STUDY OF THE HISTORY OF  
ENGINEERING AND TECHNOLOGY

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6th May 1996

A. Thornton, Esq.,  
Hon. Traffic Manager

Dear Mr. Thornton,

On behalf of the Newcomen Society I am writing to thank you formally for making the arrangements for the visit of our party to Sandtoft Transport Centre and for making us so welcome. Those taking part found the visit very interesting. The introductory talk by Dave Shepherd was very helpful and informative. We would also like to thank those helpers who were on hand to demonstrate the trolleybus in action and to comment on the other exhibits. I am extremely sorry that we had to cut short our visit following our late arrival in view of the trouble you and your colleagues had taken to make our visit rewarding. This was necessary to regain some of the time we had lost over lunch. Thank you again.

Yours sincerely,

R G Bristow

**DIRECTOR OF FINANCE - CHANGE OF ADDRESS**

Please note that Alan Piatt, our Director of Finance, has moved house. His new address is

"Four Seasons",  
8, Berberis Court,  
SHOREHAM-BY-SEA,  
West Sussex,  
BN43 6JA.

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**SITE NEWS, By Bob Ashton**

**A SPECIAL "THANK YOU"**

Unlike some of the other writers to the columns of "Sandtoft Scene", the BTS "Trolleybus" magazine and the BTA "Trackless", I rarely mention the names of the many members who have contributed so much to make possible the various projects that have taken place on the site. I would like to list the names of the members concerned, but it would be so unfair if even a single name was to be missed off the list, so I hope all those of you who have helped to make possible the many new site developments and the mundane task of maintaining the site facilities will excuse if you are not mentioned by name, but to you all I extend a special "Thank You".

**THE GARDENS**

During the last few days we have had several heavy thunderstorms at Sandtoft depositing much needed rain on the site. Up until mid-June the grass in the car parking area was straw coloured, today it is back to a lush green again and in need of cutting frequently. Regrettably as has happened during the last few dry summers we have lost several young trees and shrubs due to lack of rain. When the rain made a return in June, the soil that had been dug out for the foundations for the new railway shed and placed at the front of the site, came to life with hundreds of poppies, the seeds of which must have dated back to the 1940's. Several areas next to the railway track have been allowed to grow wild, in doing so various species of moths and butterflies have been identified by visitors as those that have possibly originated from Spain, the dragonflies also took advantage of the extra insect life, once again they would follow the trains around the track at the front of the site. I can hear now some of you blaming the gardens for those horrible little black flies (locally known as "The Little Men from Wroot", at a traction engine rally I attended at Driffield they definitely were not known by that name!) true to tradition invaded the museum site during the week leading up to the Gathering. They even made some irritating visits during August on the warmer sunnier days. The grass area next to the new children's play area has taken a battering whilst construction work was underway for the play area and the repairs to the damaged drain took place, however if all goes to plan the grass area along the front of the site will be re-levelled and re-seeded in October. Yes the drain has been repaired and filled in!

**DOGS**

Regrettably we have now received a verbal complaint from a visitor about dog muck on the car park where they were picnicking. Also recently one of our members was taking a well earned break enjoying some relaxation in the warm sunshine on the grass area not realising what they were resting their head on, not pleasant to say the least! Whilst cutting the grass several areas have been identified (and the dogs) as a places where the deposits are being made on a regular basis. It is not pleasant for the visitor or for the person cutting the grass and most importantly I think we are all well aware of the terrible harm to young children that can be caused.

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I would suggest that we ask visitors and members to keep the dogs under control at all times. We have been making enquiries with Doncaster Council about 'Pooper Scooper' bins so that visitors can dispose of their pets very much unwanted donation to the museum. However I am sure members can arrange to dispose of their own pets 'deposit' as one of our regular members already undertakes to do so and not leave it to other members to clear up and get rid of.

#### **AXHOLME STORES**

Progress is being made and the basic outline of the building is taking shape, the roof trusses have arrived and the window frames for the front of the building are stored in the workshop. The final shape and it's intended use are somewhat different to what was originally presented to the 1994 AGM but already you can see how the Sandtoft Square will change its appearance, perhaps not easy to imagine how it will finally look amongst the piles of building materials, cement mixers etc. but members will recall how the area surrounding the miniature railway engine shed looked in February/March this year with its piles of bricks, roof tiles and the last remains of the Belton Youth Club roof trusses and how it looks today. By the Yorkshire Day event in October we might be able to use part of the Axholme Stores and hopefully it will provide an interesting backdrop for photographing buses.

#### **TOILETS**

The new walls of the extensions and the roof have been completed, the interior has been re-tiled and at last you do not have to duck under the scaffolding to gain entry on the non-running days. Just for a while longer you may have to use a torch in the evenings whilst the building is electrically rewired. The street lamp which was never wired up in front of the building has been removed, as the area is well covered by lighting from other nearby lights in the square and the workshop area.

#### **CHILDREN'S PLAY AREA**

Up and running since early July, this new facility is proving to be very popular with the children. Our younger junior members and member's children were the first to try out the equipment and give it their approval.

#### **SITE DEVELOPMENTS IN 1996**

1996 will have seen some the biggest steps forward for visitor facilities since the Lecture Theatre was opened in 1985. There is still plenty of work ahead such as the construction of the new museum entrance from the car park, which will have to include a second railway level crossing, re-grassing and landscaping of the areas where building materials have been stored, but when the museum gates open to visitors in 1997 the disruption will have been worthwhile. We often dig out the old photographs of the museum in the 70's, 80's just to see how much the site has changed, perhaps the photograph that shows it all is the slide used in "Welcome to Sandtoft" showing the site in 1969, then nothing more than a bleak disused airfield.

#### **MINIATURE RAILWAY**

It is hard to imagine the railway as it was in 1995, it seems as if the new railway shed has always been there. The platforms have now been completed next to the shed and has been named 'Haxey-Halt'. Haxey being the start of the former Axholme Joint Railway that once served the area near to the museum. A new addition to the fleet of locomotives is an electric engine named 'Silver Link' which one of the new railway group members has loaned for the operating season, the Romulus steam engine has worked on all but one of the advertised open days. Other locomotives are under construction which hopefully will appear in 1997. During the August Bank Holiday open days the railway introduced "Dr. Beeching Specials" and on the Bank Holiday Monday for the children a "Gnome Express" so that the children could spot the gnomes placed along the railway track. Experiments at giving the passengers two rides, one behind the steam engine and then a journey by an electric hauled train either the Gnome Express or slow train which a guided tour of the site is given as seen from the railway, occasionally stopping at Haxey-Halt, is proving to be very successful. As yet the Haxey-Halt station is not fully operational, (perhaps we should blame Dr. Beeching) as there are no attractions for the visitors at this location. It is hoped that a section of the new shed will be able to offer displays of railway interest and perhaps model railway layouts, so if you have a model layout that you could either donate or loan then please let us know. A thought had been given to have a Bus Stop opposite the platforms so that the trolleybuses could have a destination other than to and from Sandtoft Square, but there are staffing and operational problems that would need to be overcome. The first operational electric coloured light signalling has also come into use for the point-work that gives access to the engine shed and Platform 2 of Haxey-Halt.

#### **STREET LAMPS & TRACTION POLES**

Traction pole No 29 has been repainted (except for the bracket arm), work on poles 27 & 25 has been started. Restoration of the street lamp at the site entrance has been completed using one of the Brighton swan neck brackets. Work on the three Great Western lamps along the back straight continues, the first repainted top appeared in time for the Gathering. The ideal restoration of these lamps would have been to repair the gas fittings, but too many parts were missing or badly corroded so they are being converted to electric operation. The gas fittings are being stored either for restoration or as a pattern should we be able to have new fittings made.

#### **YORKSHIRE DAY, 20th October 1996.**

The reason I include it in site news is that we would like to put out an appeal for any portable or outside lighting that can be placed around the museum and the railway track for the 'Twilight Cavalcades'. Last year we placed paraffin lamps and candles in jars around the railway track and put electric bulbs on three of the street lamps along the back straight, but we could use more who knows we could eventually create a mini Blackpool Illuminations! (I wonder if we could borrow the Christmas Lights from Doncaster?).

### Annual General Meeting.

Please note the official notices concerning the next Annual General Meeting of the Company to be held at Sandtoft on Saturday 16th November 1996 at 2.30pm are contained with this edition.

### Project 140 the right kind of madness. (Cover story) by Dave Shepherd.

Obtaining a redundant trolleybus in Portugal? Shipping it to England to take up a new lease of life in a museum as a working exhibit? they must be off their trolleys! A touch of the Portuguese midday sun perhaps? Doubtless many similar comments were heard by the founders of Project 140, however now the project has come to fruition and the bus is actually running in Britain, those like myself who have had the pleasure of actually driving her under Sandtofts overhead and seen the delight on the faces of visitors travelling on her know why such a dream came about. When you come face to face with Opporto 140 you realise the sheer size of just such a task, compared to the vintage trolleybuses it is huge, yet she has an acceleration that quite awe inspiring to the beginner and seems to glide almost effortlessly over even the roughest parts of Sandtofts trolleybus circuit. Power everything makes driving such a large vehicle almost effortless and apart from the need to stay on the wires it is as easy to drive as a modern automatic motor bus, it was built in 1967 and could be described as the generation of trolleybuses that came between the Sunbeam MF2B's of Bournemouth and the Electroline that Britain has missed. This bus is a magnificent addition to the fleet at Sandtoft, many thanks to STCP in Opporto for donating trolleybus 140 to us, your gift is very valued and much appreciated by the members and visitors to the museum. Congratulations also on a truly magnificent achievement to all those concerned with the project, this does not mean however that Project 140 is over, the bus needs to be restored to showroom condition, to do this both funds and willing workers are needed. If you can help with this next stage of the project please contact Graham Bilbe. By the way Graham did you manage to get a donation to the project from the psychiatrist?

### FOR SALE

BRADFORD TROLLEYBUS No.735

Well restored and in full running order with undercover storage in Sandtoft's depot (subject to normal STCL conditions)

For further Information, please contact

Robin Kitson,  
30, Waty Hall Road,  
Wibsey,  
BRADFORD,  
West Yorkshire,  
BD6 3AP

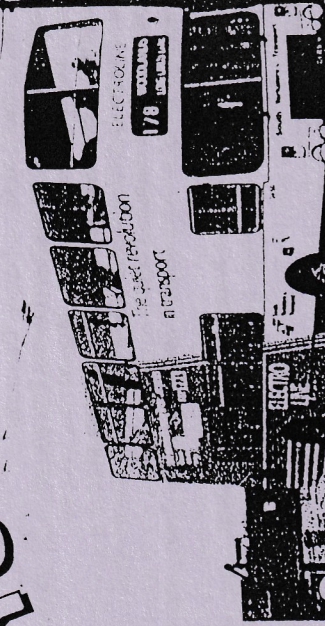
### Results of the Sandtoft Gathering Awards for 1996

- Best Heavy Commercial or Fire Engine and Overall Concourse Winner.**  
PGW 509, 1956 Bedford Green Goddess Fire Engine, D & C Say, Goole.  
**Best Car over 15 years old.**  
676 HBP, 1963 Ford Consul Classic, J. Davies, Doncaster.  
**Best Commercial/PSV licensed as such and under 7 years old.**  
N174 PUT, 1996 Scania/East Lincs SID bus, Midland Fox, Leicester.  
**Best Commercial/PSV licensed as such and over 6 years old.**  
VKH 44, 1956 AEC Regent 5 D/D bus, East Yorkshire Motor Services, Hull.  
**Best PSV Pre 1950 and Best Daimler Vehicle.**  
ANH 154, 1947 Daimler CVG6 ex Northampton Corporation, 154 Preservation Society, Northampton.  
**Best PSV 1950 - 1960 and Best Vehicle from Northern Traffic Area.**  
KUP 799, 1950 Albion Valiant ex Economic Bus Services, J. Sullivan and G. Dawson, Consett.  
**Best D/D PSV 1961 onwards.**  
CUV 208C, 1965 AEC Routemaster ex London Transport, M. King, Leeds.  
**Best SID PSV 1961 onwards, Best Bristol Vehicle Best Gardner Engine Vehicle and Best Vehicle from the South Eastern Traffic Area.**  
FEL 751D, 1966 Bristol MW/ECW ex Hants and Dorset. K Wood. Sutton in Ashfield.  
**Best Unclassified Vehicle.**  
NFF 278, 1955 Aerial Colt 200cc Motorcycle, L Swift, Doncaster.  
**Best Leyland Vehicle.**  
RRM 148M, 1974 Leyland National former Demonstration Vehicle. Suburban Express Group, Norwich.  
**Best AEC Vehicle, Best Roe Bodied Vehicle and Best PSV preserved in the livery of a Yorkshire Municipal Operator.**  
KDT 393, 1951 AEC Regent 3/Roe, ex Doncaster Corporation. D.A. Peart. Doncaster  
**Best Dennis Vehicle.**  
B450 CKW 1984 Dennis/Alexander Experimental Trolleybus. South Yorkshire Transport Executive.  
**Best London Transport Vehicle.**  
NER 790R, AEC Marshall/Mandator Heavy Recovery Vehicle. P Almeroth. Romford.  
**Best Vehicle over 15 years old preserved in the Isle of Axholme.**  
WVJ 754M, 1974 Daimler Fleetline/Park Royal, ex Sheffield Transport. Sheffield Transport Group, Sandtoft.  
**Best Vehicle Preserved in the Livery of an Independent Operator.**  
SHL 917, 1961 AEC Reliance/Plaxton coach, ex West Riding Omnibus Co. C Birch. Leeds  
**Best Trolleybus in Service at the Gathering.**  
PVH 931, 1959 Sunbeam S7A/East Lincs, ex Huddersfield Corporation. British Trolleybus Society. Reading.  
**Special Award for Restoration or Project Development at Sandtoft during previous 12 months.**  
Sandtoft Miniature Railway Group, for the construction of new locomotive shed/workshop and upgrading of track-work.



# SANDTOFT TRANSPORT CENTRE LTD., Belton Road, Sandtoft, Nr. Doncaster, South Yorkshire

## YORKSHIRE DAY



### SUNDAY 20th OCTOBER 1996

Trolleybus Rides  
Miniature Railway  
Motorbus Tours  
Vehicle Displays

Vehicle Cavalcades  
Refreshments  
Slide Shows  
Souvenir shop

Children's Play Area  
Children's Drawing  
Picnic Areas  
Displays/ Exhibits



#### TWILIGHT VEHICLE CAVALCADES    DISPLAYS    TRAIN RIDES

ADMISSION :- Adult £3.00, Concession £1.50, Family £7.00 (2 Adults + 2 children)

**MUSEUM OPEN 12 NOON TO 6 P.M.**

FREE bus service from Doncaster Southern Bus Station (Bay A3) 1.30 p.m.  
Doncaster Railway Station 1.35 p.m.  
Returns from Sandtoft 4.30 p.m.

(Journey time approx 30 minutes)

FREE CAR PARKING (Take Junction 2 off M180 to Gainsborough  
at Belton mini roundabout follow "Transport Museum" signs).

IF YOU WISH TO EXHIBIT A BUS, CAR, LORRY, MOTORCYCLE, TEXTILES,  
HOUSEHOLD ITEMS, FOOD PRODUCTS, ENTERTAINMENT OR ANY OTHER  
ITEM OF YORKSHIRE ORIGIN OR USE, OR A TRADE STAND then please write to :-  
"Yorkshire Day Event", Sandtoft Transport Centre Ltd., Belton Road, Sandtoft, Doncaster,  
South Yorkshire, DN8 5SX. (Please enclose a S.A.E.)

**24 Hour Information Line    Tel: 01724 711391**  
Information updated prior to each even Normal BT charge.

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