

SANDTOFT SCENE

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THE JOURNAL OF SANDTOFT
TRANSPORT CENTRE



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COVER PICTURE: 506 Out and About Photo by David Needham.

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, it's Directors or it's Membership.

EDITORIAL

Another operating season has come to an end, time to sit back, relax and prepare for next season. 1996 has been a good year, we have seen the completion of the new buildings, the children's playground, new vehicles becoming available for service and the arrival of Porto 140 to name just some of the highlights. Time also to decide how best to edit the scene in the future. I would like to produce the winter edition of the scene in mid January, this is giving due regard to the Christmas / New Year holiday. The issue of AGM notices with the autumn edition necessitate this edition to be produced at the beginning of September. Publication of the spring edition in mid April will give opportunity to publicise the majority of the seasons events, likewise if the summer edition is produced in late June it will give an opportunity to promote the Gathering. For me to achieve publication as close as possible to these dates I need all items for inclusion at least two weeks before the publication. I would also like to include more items of interest such as relevant photographs both old and new which may be of interest to other members, also quizzes and competitions, your contributions for this would be much appreciated.

For the benefit of those members who were unable to attend the AGM in November I have included in this issue a full copy of our Chairmans Report. I have also published a letter I have received in response to his report. Please remember the scene is your soap box, as editor I respect other members rights of free speech, regardless of my personal opinions on the content of any letter sent to me by a member or museum visitor for publication, they will be printed providing it does not contain statements which are indecent or could result in the writer or the Scene becoming involved in legal action. I have recently received a somewhat depressing letter from ARN 939 of Sandtoft, as a result I have asked Sandtoft's resident agony aunt to write a column for the scene again, the Dear Vera page returns in this issue, I must say she doesn't seem to be particularly sympathetic to her correspondents but at least she is cheap. Also thank you once again to those who have contributed items for publication in this edition of the Scene.

I can also bring you a Sandtoft Scene special report, A rival publication (Fleetlines) recently printed a report that the business of Santa Claus of Lapland has been merged into the Stagecoach Group. Sandtoft Scene can reveal this story is a complete and total fabrication, in an exclusive interview with Sandtoft Scene reporters a spokesman for Stagecoach stated "There is absolutely no truth in this report, Stagecoach are in the high volume passenger transport market, we would not through choice consider taking over the business interests of any company who's sole operating base is a single free service running on only one day a year. Santa Claus Plc would also appear to primarily provide a parcel delivery service we would therefore suggest that you approach some of the international courier services as more likely candidates for such a takeover bid".

Chairman's Report by Michael F. Barratt

It gives me great pleasure to present my fourth report to the Members as Chairman of the Company. I commented last year that time flies by so quickly these days, and this year seems to have been faster than last year. I am pleased to confirm that the exciting plans which I said would come to fruition over the following twelve months have actually done so. Indeed, this is the first Annual General Meeting we have been able to hold at Sandtoft for some considerable time, and the first time that the Axholme Stores have been used for an official function. As you can see, much still needs to be done, but I am sure you will all agree with me that considering this area was just a pile of bricks at the Sandtoft Gathering, a great leap forward has been made here at the Museum site. For those of you who have not been to Sandtoft for some time or indeed since the Gathering, I urge you to have a look around after the meeting to see for yourselves the great advances which have been made.

The Board has met regularly during 1996 at a variety of different locations throughout the country including Birmingham, Doncaster, Dorking, and Reading. As is custom on these occasions, I would like to pay tribute to each of the directors, particularly as this has been a rather difficult year for me for personal reasons, and without their loyal and unquestioning support I cannot imagine how I could have carried on as your Chairman.

Firstly, Robert Shepherdson, our Company Secretary, "Shep", as usual, has continued to provide a marvellous service to the directors in addition to taking on extra responsibility for updating and maintaining our membership records. His attendance record at meetings is unrivalled, as is his enthusiasm and dedication at the site itself. I am therefore delighted that he has agreed to continue for a further year.

My close friend, Alan Piatt, has now completed his third year as Finance Director and is so well established in this role that it is hard to remember Sandtoft without his cajoling and nagging us all to keep within budget! Even though I have now moved away from Brighton and Alan has lost his "taxi driver", he continues to visit the site regularly to see where the money is going. I still meet with him on a regular basis in either Brighton or Salisbury to discuss financial matters (when we are not talking about trolleybuses that is!).

"Now then...", what can we say about Jim Sambrooks? Sandtoft without Jim would be like Crich without trams.

You will remember last year that I said that Jim's retirement from the Gathering Committee would not be as quiet as he would think. My prophecy came true, as it was Jim or somebody looking remarkably like Jim that I saw rushing around on Gathering Day organising the event in that unmistakable style that has become such a feature of the day. He was later seen taking a well deserved rest in the Beer Tent!

Chris Proctor, together with his family, has done sterling service in the newly refurbished Trolleyshop which has become very much a focal point at the Museum. In addition to his responsibilities on the sales side, Chris has been responsible for chairing the Charter Committee and is as enthusiastic as I am in seeing Sandtoft develop as a family attraction rather than simply an "anorak's paradise". To this end, the Directors propose commissioning a User's Questionnaire to study the profile of our visitors and to investigate how we can attract more of the mainstream public interest, particularly following the poor turnout at this year's Gathering, of which I will say more later.

Mike Dare joined us on the Board following his election last year but his early retirement from mainstream teaching made demands on his time elsewhere and so it was, with reluctance, that I had to accept his resignation in June. Although Mike was unable to participate in the Board debates his valued support and guidance was at all times helpful and we will continue to draw upon his vast knowledge and experience.

Ken Hulks joined the Board in June following Mike's resignation. He has already proved to be a valued member of the team and I am sure he will receive a resounding vote of confidence from you to remain with us on the Board during 1997. Ken has taken an active interest in the museum developments and has liaised constantly with Francis Whitehead during the building project.

Bob Ashton made a welcomed return to the Board last year and has been, as was expected, a great asset. Bob has almost become dubbed "Mr. Sandtoft" and together with his wife Pat, can be seen up here on most days looking after our site. We must also be grateful to Bob for the way in which the miniature railway continues to flourish. It really is a genuine little railway with its superb carriage shed and proper railway working practices. It was encouraging to see it being so well used on Gathering Day.

Francis Whitehead has had, as always, his work cut out in getting the developments up and running. Francis has had much to do in liaising with various grant bodies including the erstwhile Boothferry District Council. It was a very proud moment for me when I accepted the last ever grant cheque,

for some £10,000, from the Chairman of the Boothferry District Council, Cllr. Don Stewart, in the Spring. Francis should be congratulated for his work on getting us such sums as he should be congratulated on the birth of his son, Robert Francis, in September. It is quite clear that Francis thrives on hard work.

This year saw more trolleys under the wires than ever before and we were privileged to have Oporto 140 join our stable. This is a very welcomed addition to our family here and was of particular interest to me as I remember only too well riding on this particular vehicle only two years ago. We must thank Graham Bilbe for all his immense work in procuring and securing 140.

Despite the advances which have been made the Gathering was very disappointing from a financial point of view. Our income decreased by some £3,000 at a time when we were looking to increase our income to fund our development projects. This is a very worrying trend and something which we need to look at very closely. The directors intend to establish where improvements could be made to the Gathering and see where we can attract more people apart from the faithful enthusiasts.

Last year I promised that we would set up a working party to review the Articles of Association of the Company and the Rules of the Company. This was to consist of myself, Andrew Clifton and Bob Rowe. Regrettably, this working group didn't meet entirely due to my sudden change of domestic circumstances and change of address. I will make a pledge now that this Group will meet in the New Year and I would be grateful if Andrew and Bob could see me afterwards to fix up a date and venue for a meeting.

I would especially like to thank David Shepherd for agreeing to take over the editorship of SANDTOFT SCENE which I relinquished, reluctantly, this year after 13 issues. From the two issues which he has produced I am well satisfied that you will be well served by him and that you can look forward to receiving a high quality journal.

I want to see Sandtoft grow into the National Trolleybus Museum. We have seen great advances this year. Many of our dreams have come true. There is still much more that we can do. Thank you all, for your support and encouragement. It is never possible to mention everybody by name but each of you, in your own way, whether you simply subscribe or get your hands covered in grease, whether you simply read the journal or dig out traction poles, is contributing to the life of the Museum. Please continue to support us. Maybe next year we will have some heating in this room too!!

Michael Barratt

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2nd January 1997.

Dear Editor,

Regarding the Chairman's Annual Report at the STC A.G.M. on the 16th November 1996, which includes the statements " Bob Ashton made a welcome return to the Board last year and has been, as expected, a great asset. Bob has almost become dubbed Mr. Sandtoft and together with his wife Pat, can be seen here on most days looking after our site. We must also be grateful to Bob for the way in which the Miniature Railway continues to flourish".

I am sure Michael Barratt had nothing but good intentions when he wrote the report but it has caused ill feeling and resentment among members.

Bob and myself have asked on a previous occasion not to be mentioned by name when credit is given for work done at Sandtoft, because we know other members feel left out, justifiably when they too have worked very hard in Sandtoft's interests. Comments such as "we only get mentioned in apologies for absence" spring to mind. I really do feel these unsung work-horses of Sandtoft, and there are a good few are under the impression they are not appreciated.

Without these people Sandtoft would fall apart. 1996 was a progressive but difficult year for Sandtoft, as we had the site in upheaval with building work all that it entailed. Members had to work extra hard clearing up to make every open day possible. In 1997 we will once again have to call upon members to prepare the site for the open days, which looking at the site now seems an impossibility.

So therefore with all the work that is needed and in view of the hard work that has been achieved we must strive to unite the membership. Please if anyone writes about any work completed and wants to attribute work to Bob or myself please state us as a member of the railway group or STC, then no one can feel left out or full of resentment.

Resentment in the past has made members leave and never come back, we need every single member plus more new members. Anything that helps to create a united, progressive and happy membership will hopefully attract new members.

I wish all members a Happy and Prosperous New Year.

Yours sincerely,

Pat Ashton.

Member of SMR & DO&LRS

SITE REPORT compiled by Ken Hulks & Bob Ashton.

DEPOT & WORKSHOP (KH)

The roof of the Depot has now been repaired and the central roof gully cleared of rubbish to allow rainwater to discharge into the correct downpipes. A hole in the Workshop roof has been sealed and a new side door fitted, keys for this are now available from Bob Whittington at a cost of £2.50 each. It was necessary to fit a new door to improve security as the old one was becoming life expired.

TOILET BLOCK (KH)

A start has been made on the interior decorations of the Toilet Block but the new plaster is soaking up emulsion paint at an alarming rate! Also I am fitting new style multi toilet roll dispensers, soap dispensers and staticair fresheners/wipes in all toilets not only to qualify for the Tourist Board Charter Mark but to reduce cleaning problems which seems to be on the increase.

However all the work will take a great deal of time to complete when it is being carried out by a small band of volunteers, so I am hoping when members are reading my report they might consider contacting me and offer to assist in this project.

AXHOLME STORES (KH)

The new Axholme Stores is also awaiting a coat of paint which must be done as soon as possible to avoid any deterioration in the new window frames and doors. The signwriter who we used for the new toilet block door signs is undertaking the work on the shop front signs using period lettering and separate colour schemes. As in the case of the toilet block we require help to complete this basic painting of this long awaited building. Any member who can help can either contact me on site or ring me at home (01302) 364330.

SITE PICNIC/MEMORIAL BENCHES TABLES (BA)

For those of you who attended the A.G.M. you will have used these. They are now taking rest and shelter from the winter elements in the Axholme Stores, but these too need a coat of paint/wood protective, once again we appeal for help so please contact myself or Ken. When we last restored the "Les Flint" and "Dennis Tate" benches the plaques were cleaned and a protective clear coat of varnish applied, however the elements soon undid our efforts. The engraving is possibly not deep enough even when cleaned the names are difficult to read, so it might be worthwhile having an engraver take a look at the plaques.

More benches and seats are needed for the site, if you know of a supplier or maker of good sturdy picnic benches etc. at a reasonable price or are prepared to donate let us know. The seats and benches are not only well used by the visitors but provide a useful resting place for members.

STREET LAMPS (BA)

Good news for photographers coming to Sandtoft is that all the side street type lamp

standards at Sandtoft are now fitted with tops, some purchased from auctions and some kindly donated by Steve Harrison. Back plates for the lamp posts have been made and kindly donated by Steel Rite of Barnby Dun, Doncaster, a steel fabrication engineering firm, these will be fitted shortly. The lamp tops have energy saving bulbs fitted which hopefully will enable us to light up the lamp post/s opposite the main front gates at night.

SHEFFIELD TRAMBODY 419 (part of) (BA)

It is several years since the last work took place on this trambody, however the lady members have now emptied the contents and removed the displays in readiness to restart the refurbishment work which includes the sagging floor. This tram body still retains its original floor and hatchways so although another floor is to be fitted, the original is to be retained just in case of a full restoration project of 419 comes about in the future. Because the display areas in the Axholme Stores are now going to be less than originally planned it has now been decided to renew the display areas in the windows of 419 that face the car park.

FURTHER SITE NEWS (30th November 1996) (BA)

A site working party was set in action on the Saturday morning at 8.00 a.m. with members from DO&LRS, SMR and the valuable help of a hired JCB to dig out a network of trenches to provide a water supply, telephone and security cabling circuits between the Lecture Theatre, Axholme Stores and the Railway Shed. A power cable was also laid in the trenching between the Railway Shed and Axholme Stores. A team was also hard at work making a start on the painting of the Axholme Stores. The kerbstones and damaged concrete in front of the Axholme Stores were lifted out by the JCB. Such good progress had been made that the cable trenching for the street lamps at the front of the site and the ex-gas lamp near the visitors car park entrance was dug out by the JCB. The electric cable was then laid in the trenching and filled in between the three front street lamps. It was a good days progress, but there is still much to do, (your help is still required) so please beware of trenches still being dug out as cabling etc. has still to be put in between the Lecture Theatre and Axholme Stores, which will also see three traction poles and the kerbstones re-sited and the concrete road surface renewed in front of the building. The lady members of SMR have had to run a two foot high wire mesh screen to protect the newly planted Hawthorns along the front of the site from the Gathering Gate to the far side of the rear service gate (vehicle access for the BTS staff bus).

SITE NEWS EXTRA UPDATE (2nd. January 1997) (BA)

Since the report above work has continued filling in sections of the trenching in the car parking area. The water supply has been connected through to the the Axholme Stores and the SMR carriage shed, all that is now needed is some final plumbing. More work has taken place with the street lighting standards, all now have electric cabling to them, they now await the connection by Steve Harrison. The connection cover plates have been fitted to all but two to keep out the snow prior to Steve making the final connections. We have been able to bring into use the one opposite

the site entrance by connecting to the picnic area street lamp circuit. As many members will have now found, no longer do you have to arrive or depart in darkness by the gate at night. Yet another lamp post has been erected, this time on the Haxey-Halt railway station.

For the weather watchers Sandtoft has been an interesting place. The local power stations have been putting out huge clouds of steam from the cooling towers creating long avenues of clouds over the museum site, that is until the wind returned back to the north east again on the 20th December. Apparently on Christmas Day there was a very early light snow shower, but no snow cover. It was not until Boxing Day evening that the snow started to settle as continual lines of snow showers moved in from the East which by New Year's Day had given an average covering on the museum site of about 8-10 inches (25cm), with many deeper drifts in places. At the moment various locations on the site are ideal for the Christmas Card photographers.

Whilst the trolleybuses go into silent retirement for the winter, the miniature railway has been operational on many days in December with works trains in use. On the 22nd December a carriage, riding truck and the green electric engine were suitably decorated for a "Santa Special", so that photographs could be taken for publicity use and for an article in the SMR Platform 2 newsletter. The train with its decorations, lights and chiming Christmas bells created much interest from passing motorists, especially as dusk approached and Santa with his train made several more journeys around the track, regrettably the front gates had to remain closed to the public. On Christmas Day the Santa Special made a journey around the track at 12.45hrs. Another photographic session took place on the 28th with a very late Santa this time with snowcover. On the 31st December with more heavy snow showers another train was prepared for a "Last Train of 1996" special. This time 6 inches of snow had to be removed from the track for morning test run. The last train of 1996 was due to depart from Haxey-Halt at 14.00hrs, but a band of heavy snow showers moved in depositing another 2-3 inches of snow on the track. This time only the track from the Haxey-Halt station to Sandtoft Central (Lecture Theatre) via the front of the site was cleared. The sun came out again and the train departed at 14.30hrs much film and video tape being used to record the event. With another heavy snow shower approaching the return train departed from outside the Lecture Theatre at 14.50hrs. The loco and carriages returned into the shed as the mini-blizzard arrived. The loco shed doors were closed for the last time in 1996 as the new snowfall quickly covered the rails again.

The engine shed doors opened again on New Year's Day, the tracks cleared again in readiness for the official "First Train Journey of 1997". Several test runs were made, whilst the decorated Santa train was also brought out for display in the bright sunshine. In the meantime work on the lamp post on Haxey-Halt station resumed. By 14.00hrs with other members of the SMR now on site, the new street lamp Haxey-Halt station switched on in time ready the First Official Train Journey of 1997. After a toast the locomotive moved forward and broke through the 1997 banner placed between two convenient poplar trees at Haxey-Halt, this was



followed by the decorated Santa Train. During the coming weeks ahead, the Kopul steam engine now nearing completion by one of the SMR members, should be making a trial run around the track at Sandtoft.

MINIATURE RAILWAY NEWS, (BA)

Throughout the summer months the railway has been busy carrying passengers on the museum's main open days. The number of visitors attending the museum for the "Trolleyday" events of July and August were never perhaps such that it was worth operating steam, however on all but one of the trolleydays the steam engine was operated, and it was the ideal opportunity to enable the newly qualified drivers to be introduced to full passenger carrying operation. One of the most liked electric locomotives that has recently appeared is the battery powered 0-4-0 "Silver Link" which has been brought over from Harrogate by Raymond. The locomotive was in regular use during 1996 especially since the railway now offers two rides for the price of one (when operating levels permitted), one with the steam engine and then passengers changed over to have ride behind the "Silver Link", which indeed is a locomotive that can operate at a good speed, however it did operate at a much slower speed when taking the children around for the 'Gnome Express' (slow express!) which operated on the August Bank Holiday so that they could 'Spot the Gnome' six of these having being placed alongside the railway track and their location changed several times, even a toy "Budgie" helicopter was seen. The "Gnome Express" service was so popular with the children many insisted on the train operating even during the torrential downpours that occurred on both Sunday and Monday as thunderstorms passed over the museum site. "Dr. Beeching Specials" have also operated perhaps this is why the Haxey-Halt station is still closed to passenger trains, although several trains have halted there when a guided tour of the railway has been given. Special book mark type tickets were produced for the Gathering event and every 10th child's ticket purchased the child was able to choose a free model bus kit, badge, etc.

The Yorkshire Day event was reasonably successful considering the terrible weather. The steam engine hauled "The Flying Yorkshireman" trains, with the electric locomotives standing by ready to run extra trains. The number of visitors to the museum dwindled due to what was perhaps the "wrong type of rain", at about 4pm the steam engine was taken out of service one of the electric locomotives took over the service as the museum site emptied as the rain got worse. The battle to keep the car park level crossing clear of mud from the cars that churned up the grass area next to the car park entrance worsened as more visitors gave up on the weather, the miniature railway members worked hard with shovels and brushes to keep the crossing open. As last year the oil lamps and candles placed along the railway trackside were lit, but as the rain eased the sky got lighter so the effect was not as good as last year especially as the clocks did not go back this year until the following weekend, this will also apply to next years Yorkshire Day Event. The last passenger that brought the railways 1996 operating season to a close ran at about 5.00 p.m., after which the track on the level crossing disappeared beneath six inches of mud. It was a sad end to what had been a very promising day which had been so well organised by the Doncaster Omnibus and Light Railway Society.

Altogether the miniature railway has enjoyed a very successful season with trains operating on all open days and the extra open days for pre-booked group visits. The members were very proud to receive the *Special Award for Restoration and Development at Sandtoft during the previous 12 months* at the '96 Gathering Event, indeed the hardwork put in by ALL of the members, will over the years ahead provide a valuable attraction for visitors to the museum of all ages.

Plans for 1997 are now in hand to extend the signalling system, the new pedestrian crossing next to the Axholme Stores has now been started. Another new electric locomotive is on the drawing board. The Romulus steam engine which hopefully will be available for all of the 1997 season is to have some work carried out to its wheels and motion, whilst we may see from time to time a new steam locomotive, now nearing completion making an appearance. The track layout next to the new Axholme Stores has been extended by two track lengths from Sandtoft Central Station to half way along the rear of the Axholme Stores. The opening of the Haxey-Halt station for special events and exhibitions in the carriage shed for 1997 are now being evaluated.

Fares for the 1997 operating season have been revised as follows:- Adults 50p and Children 30p, fares for children remaining at the 1996 rate. It has yet to be decided as to whether to continue the 'two train rides for one' when operating levels permit (Gathering event excluded). Special events are being looked into by members for 1997, which hopefully will include visiting steam engines and other attractions.

A newsletter "Platform 2" is now produced for the railway members twice a year, edition 2 was recently sent out to members. Even if you are not a member of the railway group and you would like to submit some news or an article (include photographs too) about other miniature railways then please forward them to myself or any of the railway group members.



By Bob Ashton

At the time of writing during the last few weeks the museum has been battered by gales, a mini-hurricane with some very interesting lightning, very heavy rain and the frosts have arrived. I understand there is even a risk of snow during the week, so mid-November has seen an

early start to winter. (*Yes it did snow and Sandtoft had thin covering for a while*). If you use leaves for your compost heaps there is a plentiful supply now at Sandtoft, but please come armed with rake or at least plastic bags. There are perhaps a few too many sycamore trees now, their large leaves harm the other trees and certainly in Autumn their fallen leaves damage the grass areas. The damage to the grass next to the car park entrance on the Yorkshire Day event was severe due to the heavy rain and mud. This entrance has now been closed until Easter '97 so that the levelled ground and new grass seed is given a chance. The former car park entrance at the far end of the site has been re-opened up again for access to the grass car parking area, but please beware of other areas in the car park where there are cones as damage caused by the moles many years ago is being repaired with new grass seed.

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Sandtoft Scene

Another contribution to the wildlife we hope will be the planting of 80 two foot high Hawthorns along the front fence from the Gathering Gate to the rear service gates. I think it was about 10 years ago when we put about twelve young Hawthorns in near to the Gathering Gate, about seven of these have survived and are starting to create the start of the Hawthorn hedge. So if all goes well in about ten years time we should have a good Hawthorn hedge running along part of the front of the site, which should be ideal for the smaller birds such as what I wrongly call the Hedge Sparrow etc. The day after the eighty Hawthorns were planted a second fall of snow landed at Sandtoft somewhat deeper this time. Winter has arrived about two to three weeks earlier than last year (1995), lets hope spring will be early too, as this year (1996) spring arrived very late and checking our 1997 events leaflet Easter arrives at the end of March so lets hope the cold North East winds will have left us by then.

1996 PUBLICITY REPORT by Bob Ashton

Normally in time for the Yorkshire Tourist Board Leaflet Swap in mid-March we have about 10,000 three fold leaflets printed, but with less than one week to go none were available so I ordered 10,000 of the single sided A5 handbills for the Leaflet Swap, these were printed by a Doncaster firm and were ready for collection with 24 hours to go before the event, so with much relief we were able to distribute the STC handbills at York the following day. This is a very useful event that enables us to distribute our publicity leaflets to the Tourist Boards from afar such as Wales, Scotland etc, and for us to pick up boxes of other tourist attraction leaflets for displaying in Sheffield trambody 442. A further 5000 A5 handbills were produced later in the season. The handbill design was taken from the A4/A3 window posters, however many Tourist Information Centres have been receiving a colour poster for their notice boards the same as those appearing in the notice board on the Sandtoft gate.

I have had to work with a reduced publicity budget in 1996 so we have not been able to advertise so often in the newspapers and some of the other transport publications. Advertisements placed in these can soon empty any budget allowance. I have tried an advertising survey this being handed out to visitors at the gate-hut. Results were very interesting, only a few visitors had responded to the advertisements in the newspapers, however the BBC local radio "What's On" programmes and our handbills received a very good response. I am now finding that by faxing local radio stations for their "What's On" reviews and newspapers with "News Releases" we are getting a better value for money coverage, in fact the news release faxed to BBC Radio Humberside for the Yorkshire Day Event resulted in us being "live" on the air from Sandtoft by telephone on the Thursday afternoon for 10 minutes on their "Out and About" programme. I hope with help from the new North Lincolnshire Tourism department at Brigg we will now develop new contacts and a distribution system for our leaflets which was lost when the Destination Humberside organisation ceased to cover what was the former South Humberside area. We were listed free on Internet, whilst in spite of writing to the ITV Teletext with information about various events, these have never appeared on screen. If you know of an advertising media or publication that we could try that is not too expensive or better still is **FREE** please let me know.

Winter 1997

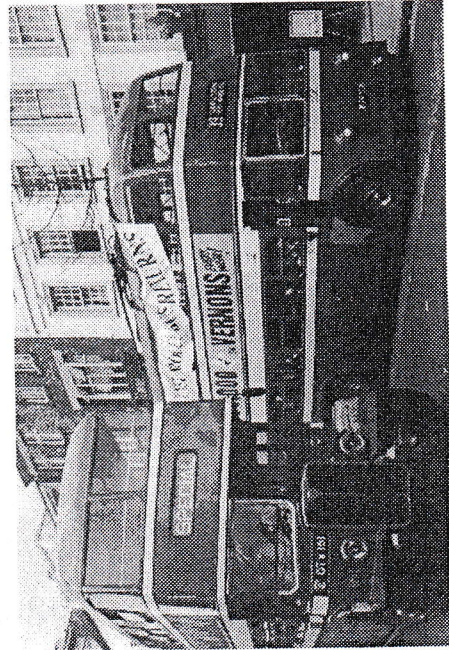
A 1997 events A5 handbill was produced by mid-August (1996) which has enabled us to have the first of the 1997 publicity information out well in advance, however this is to be replaced with a new 1997 three fold leaflet (this gives more information about the museum, the addresses of the participating societies and better "How To Get There" information etc.), a small pre-run was printed in time for the 1996 A.G.M., a further revised edition is now available so that we have the final artwork ready for the main 10,000 run. We always try to keep a spare stock of our leaflets and handbills in the Sheffield trambody 442 and the Lecture Theatre reception desk so that members can help distribute them but can you let me know if possible where they will be going so we do not duplicate locations. If you require a master print of the 1997 A5 handbill for society publications please let me know as these will always reproduce better from an original computer print, but state whether you require A4 or A5 size.

Out and about with 506 (Cover Story)

By David Needham

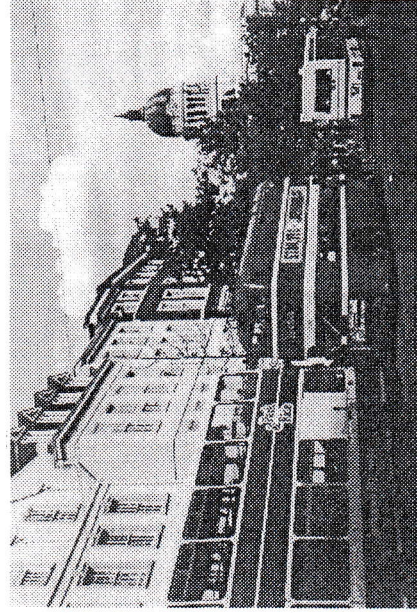
On Saturday 3rd August staff from Nottingham's Ruddington Heritage Centre brought their Regent 5 East Kent tow truck to Sandtoft to collect Nottingham Trolleybus 506 (KTV 506) to take it to their centre for display at their forthcoming Bus Gathering Event, on Sunday the 18th August.

The tow to Nottingham was uneventful with the exception of the inevitable Old Lady waiting at a bus stop and putting her hand out to stop 506. The tow took Nottingham 506 down Mansfield Road, Huntingdon Street, Bath Street and on to Parliament Street where a temporary stop was taken for a visit to her original Depot "Parliament Street" after this it was on to London Road and to Ruddington to join the Barton Collection of buses and the Nottingham Regent 3, 161 (OTV 161).



join part of her original Carlton to Wollarton Park 39 Route at what used to be the

Palais-de-Dance, then continuing past the Victoria Shopping centre and on to the Co-op at the bottom of Derby Road, she departed from her old route by turning left to weave our way to the City Centre. The Parking area was by a service stop just before the City centre on Long Row, just opposite the Odeon cinema.



Once the tow truck had moved away and the tow bar removed Nottingham 506 soon blended into the Saturday shopping scene and did not look out of place with buses loading and unloading at the service stops even though it was some years since trolleybuses operated in Nottingham. A banner had been

made and was fastened to the booms of 506 stating "NOTTINGHAM'S LAST TROLLEYBUS RETURNS". It was not long before the bus became the centre of attraction and it was clear from many of the comments being made that the citizens of Nottingham remember with affection their past public carriers. A number of people stated that their memory was of a much bigger bus, but of course they are now used to seeing the much larger Volvos and Scania's. Several trolley bus drivers appeared and in just about every case spoke in favour of the trolleybus, particularly the standing start speed of the buses which all travellers who have shot back at the sound of the conductors bell will recall. The stay in the City although for 5 hours was all to short and by 4 pm the tow truck returned and 506 was again on her way to Ruddington via London Road and Trent Bridge.

Sunday the 18th August was the Bus Gathering event and 506 with her booms raised was parked next to 161 with the lower car of Nottingham City Transport Tramcar 42 parked at the back. With this the closure of the Nottingham Tram and Trolleybus systems, 60 years and 30 years respectively, could be remembered. Again it was not long before visitors were looking around 506 and one highlight was when a retired trolleybus driver, who drove 506 on the Carlton / Wollaton Park route called. He was invited to sit in the drivers seat and at first was reluctant to do so, but it was very obvious he did want to, all of a sudden he ran over to the bus and with only one foot on the wheel jumped into the cab. It was a delight to see him do that as those of us who get into the cab know that it is not the easiest of vehicles to get into.

506 returned to Sandtoft on Saturday September 7th.

YORKSHIRE DAY AT SANDTOFT 1996
A report by Managing Director Jim Sambrooks.

Waterproofs and Wellies were the order of the day on Sunday October 20th, with lights and wipers on the trolleybuses. Yes it rained, chucked it down in fact, but that didn't spoil the spirit of the event. The organisers made sure of that.

Eight trolleybuses were in service, all with Yorkshire connections. SYPTE "Electroline" 2450 of 1985 being the newest, Nottingham 493 of 1948 the oldest (in original form), its Roe body making it eligible, Huddersfield 631 the only six wheeler, the rest were from Bradford but what a selection, 746 the BUT back loader, rebodied Karrier W 735, a regular performer was joined by sister 703 in Pre-war livery after a very determined effort by one particular member who is equally determined to restore her to "Bradford Blue" or at least make a start this winter, passed fit for service for the first time in 21 years only one month previously.

Another regular was 834 an ex Darlington via Doncaster BUT joined by another ex Darlington 792, passed fit for service the previous day, exactly 25 years after purchase by its present owners who put in so much effort, travelling frequently from Hampshire and Herfordshire to prepare the vehicle. 792's first journey could almost have been a maiden voyage as rain was bouncing off the ground and some quite deep floods having to be negotiated. Trolleybuses operated every half hour but with more than one vehicle in service at a time. The trolleys also took part in the various "cavalcades" along with various residents and visiting motorbuses, cars and commercials. A two way cavalcade was quite entertaining as vehicles had to cross the path of others and rejoin the procession in the opposite direction passing the front of the newly erected "Axholme Stores" exhibition hall which was later opened to the public in its unfinished state to provide some shelter from the persisting weather.

On the opposite 1/4 hour to the trolleybus service motorbuses operated the ever popular Isle of Axholme tour, visiting vehicles as well as residents taking part. It was pleasing to see the newly repainted ex Doncaster trolleybus bodied Leyland PD2, 188 and ex Rossie motors Daimler engined Daimler, 220 AWY also wearing a new coat of paint, departing together on the 3 o'clock tour. The **Hoochy Coochy Purple Stripes Thrash Team** Doncaster Leyland single Decker's 33 and 55, both in the corporations final livery of red and purple operated a tour in convoy. Similarly Sheffield fleetline 754 acted as a "dup" for Hull Atlantean 217.

A model vehicle display proved fascinating, it's a good job he had a cover. An AEC coach in a garage with the front axle on a trolley jack, the garage was full of miniature tools and equipment, an Army AEC lorry in immaculate condition, two further Army vehicles in scrap yard condition and an Atkinson showman's vehicle with accident damage.

Only two full size commercials appeared, a very nice ERF powered by the trusty fine five pot Gardener, the proud owner explained how a retired panel beater had made

the intricate corner panels from aluminium sheet, when someone asked if they were fibre glass he could have throttled them. The other was a Bedford Green Goddess fire engine more of which later.

Several traditional cars were on display including a 1925 Morris Oxford Tourer, a 1958 Reliant Royal Three Wheeler, some Farina styled A60 types from the BMC range and an ex G.P.O linesman's van in Post Office Green.

Photo calls involved several vehicles lining up together. The Bradford Collection included all the above trolleybuses and another former Sandtoft resident, AEC motor bus 82 all in a line outside the Axholme Stores. The Roe collection was Bradford 746, Nottingham 493 and visiting ex Yorkshire Traction Leyland PD1 AHE 163, all with the Roe back loader bodies.

The Sandtoft Miniature Railway which had been running with one steam and two electric engines, had to be withdrawn during the worst of the weather. The "wrong type of rain" was blamed. Undercover attractions were kept busy though, slide shows in the Lecture Theatre, Souvenirs in the Trolley Shop and Sales Stands in the depot, although the tide was starting to rise in the latter due to a "blocked drain" but the resultant lake took longer to subside.

Fare reward!



Bus enthusiast Charlie Bullock, an ex bus driver who helps entertain visitors to the Sandtoft Transport Museum, was presented with a 'fare reward' for his contribution to the weekend's open day. Presenting the certificate in recognition of his work at last year's open day was Charlie's friend, the author of the magazine. (Photo Steve Hall)

I have avoided using peoples names so far in this report but one must be mentioned, the museums own "Octogenarian", Charlie Bullock whose commentaries are legendary at Sandtoft, the photo calls and cavalcades were described in Charlie's inimitable manner. But at 3.30pm all vehicle movement stopped as Sandtofts Founder, Mike Dare, took over the microphone and presented an unsuspecting Charlie with honorary life membership of the museum. Charlie, was for once, speechless, dumbstruck. Not for long though, as the cavalcade recommenced, commentary continued only to be interrupted again when Charlie was invited to drive the "Green Goddess".

Later in the day Sandtofts electrical engineer was seen on 2450 with the vehicles designer discussing ways to silence the power steering pump and make the "quiet revolution in transport" truly quiet.

Unfortunately the weather resulted in some of the entrants early departure. The car park entrance was like a mud bath by the end of the day, by which time it had stopped raining, making the jobs

of clearing up and returning the resident vehicles to their rightful places more pleasant.

Many thanks to all involved, people got on with their allotted tasks and ended up looking like drowned rats. Congratulations to the organisers, the Doncaster Omnibus and Light Railway Society, but sack the man who ordered the weather, a very enjoyable event and a fitting close to the season. Thanks also to Co Sponsors, Mainline Group and Swifts "Happy Days" Travel.

TRAFFIC REPORT NOVEMBER 96 **by Andy Thornton**

After the hustle of the summer period, Autumn has seen activities slow down somewhat, there being only two running days and one private party visit since the last report.

September running day saw Bradford 703 enter service, Oporto 140 in use, partly for the benefit of its sponsors, with Maidstone 56 making up the trio. The weather, in typical fashion was lousy. Yorkshire Day is reported on elsewhere. I just hope that the various features were appreciated, as this scribe, and several others got absolutely drenched organising it.

A quantity of uniform jackets have been acquired, through the good offices of Tony Hanson.

After the end of the running season, it is back to the dreary old paperwork, statistics, reports, regulations etc.

Late News, (Trouble a't Mill) **By Dave Shepherd**

Since becoming editor I have made repeated invitations to the membership to use the Sandtoft Scene as a platform to bring their disputes and grievances into the open. However I have recently been advised that one particular member has not only chosen to disregard this offer, he has also chosen to air the museums dirty washing in public, by submitting a critical article to a national preserved vehicle publication. To the member concerned I say this to you "As editor of the members news letter I take this as an insult, particularly as I have personally invited you to contribute an article to the Sandtoft Scene, an offer which you declined". I may also point out to you that a letter published in the Scene reaches those who can if necessary effect a change, i.e. your fellow members. They are the ones who can come to the site to work to rectify a problem, it is their votes at the AGM that can change the structure and policy of the board not the readers of Vintage Road Scene. What you are doing is muck raking and all that leads to is trouble and ill feeling within the museum. I propose to bring the membership more information on this matter in the next issue as I feel they have the right to know what you have said about their museum.



Dear Vera. I used to be tall but now I am small, I am old and tired (not my fault people neglect me) but reasonably happy at my work. I have a few drivers and many operators who use me in many different ways. Towing, pushing, pulling, carting rubbish, felling trees, learning duties, (which I hate) to name but a few of my tasks but I do my best whatever I am called upon to do. The operators are another story. Some have big feet, some heavy, some even two left ones which they use to make me lurch and bounce, slip my clutch and sometimes stall my engine.

The next to the worst problem is arms which they use to make me attack traction poles, depot doors, traffic islands, other vehicles, mount pavements, push things into other things, play tunes with my gear box. The worst problem is their brain which isn't connected to anything and doesn't think. I am expected to operate with life expired batteries (for years now) I have sat on tyres not fit for a farm cart (this is now solved thanks Jim) I have been boiled dry and frozen up, run out of fuel, even had the inexperienced play with all my switches and pedals and not get a peep out of me. Then there are those who sit there and wear my poorly batteries down without getting my engine fired up, not my fault just their incompetence. Yes, I am the Preston, does anyone even know my registration number? What I would like is just a little respect and perhaps a little loving care, as my body falls apart don't throw my parts away please fasten them back on again. Just a quick wash and clean now and again, wouldn't hurt would it? Or is a coat of paint out of the question? The bent tow bars mystery, I bend them it's my only pleasure, aren't I good at it.

ARN 939.

P.S. I would like to forget about towing the mobile toilet block please, a most embarrassing experience. Please remember I do have feelings.

Dear ARN 939 Have you really such a miserable lot in life, let's face it you are still around to complain, most of your brothers and sisters have been reincarnated into washing machines years ago (Only the very lucky rusting old heaps of scrap get the chance to be melted down to made into the glamorous jobs like spaceships and ocean liners you know) the vast majority of you end up with more mundane tasks in their next life. How would you feel if you woke up one morning to find you had been made into a Lada, depressing isn't it and that gearbox you are so concerned about, I think there should be just about enough aluminium in the casing to make a lovely curry pot for the local Indian Take-away don't you. So why not enjoy your greatly extended life whilst you can, let's face it you are well past your sell by date aren't you. I am pleased that you have also confessed to bending the towbars this will finally lay to rest much rumour and speculation as to who the culprit was, as for the matter of toilets though don't try to be so innocent about those. I would suggest to you that one November 5th, a certain tow truck with a very similar registration number to yours and located not a million miles from Sandtoft, was responsible for crushing them so badly they were only fit for firewood on the bonfire.

SANDTOFT '97

SANDTOFT TRANSPORT CENTRE LTD.,
Belton Road, Sandtoft, Nr. Doncaster, South Yorkshire.
Just off M180 Junction 2

1997 DATES FOR MEMBERS' DIARIES

Trolleydays **11 a.m. to 5 p.m.**

EASTER Sunday & Monday

MARCH 30th/31st.

MAY DAY HOLIDAY

MAY 4th/5th Sunday & Monday.

SPRING BANK HOLIDAY

MAY 25th/26th Sunday & Monday.

JUNE 15th Sunday: 'FATHER'S DAY'.

JUNE 29th Sunday.

JULY Sundays 6th#/13th#/20th#.

**SANDTOFT GATHERING '97 and
ISLE of AXHOLME FESTIVAL of
TRANSPORT, Sunday 27th July.**

10 a.m.
to 6 p.m.

AUGUST Sundays 3rd#/10th#/17th#.

AUGUST BANK HOLIDAY

AUGUST 24th/25th Sunday & Monday.

AUGUST Sunday 31st#

SEPTEMBER Sunday 28th

OCTOBER Sunday 19th "YORKSHIRE DAY".

No motorbus tours or free Doncaster bus service

IMPORTANT TROLLEYDAY EVENTS ARE NOW FROM 11am to 5pm

**TROLLEYBUS RIDES, SOUVENIR SHOP, MINIATURE RAILWAY,
REFRESHMENTS, SMALL EXHIBITS, MOTORBUS TOURS, PICNIC AREAS,
SLIDE SHOWS, CHILDREN'S DRAWING AREA, TOURIST INFORMATION,
CHILDREN'S PLAY AREA. FREE CAR PARKING AT ALL EVENTS**

MUSEUM ADMISSION CHARGES for 1997.

TROLLEYDAYS :- Family* £9.00, Adult £3.50, Child £1.50, OAP £2.00

GATHERING '97 :- Adults £4.50, Child £2.50, OAP £2.50

* Family consists of :-
2 Adults + 2 Children.

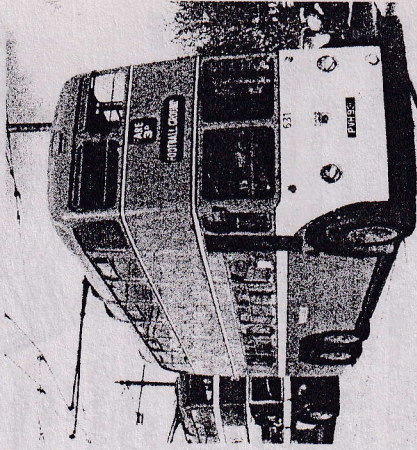
S.T.C. MEMBERS FREE

**FREE bus service from Doncaster : (Except days in July
/August marked #) Southern Bus Station (Bay A3) 1.30 p.m.
Doncaster Railway Station 1.35 p.m. Returns to Doncaster
from Sandtoft at 4.30 p.m.. Journey time approx. 30minutes.**



**24 Hour Information Line
Tel : (01724) 711391**

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



HUDDERSFIELD TROLLEYBUS No. 631