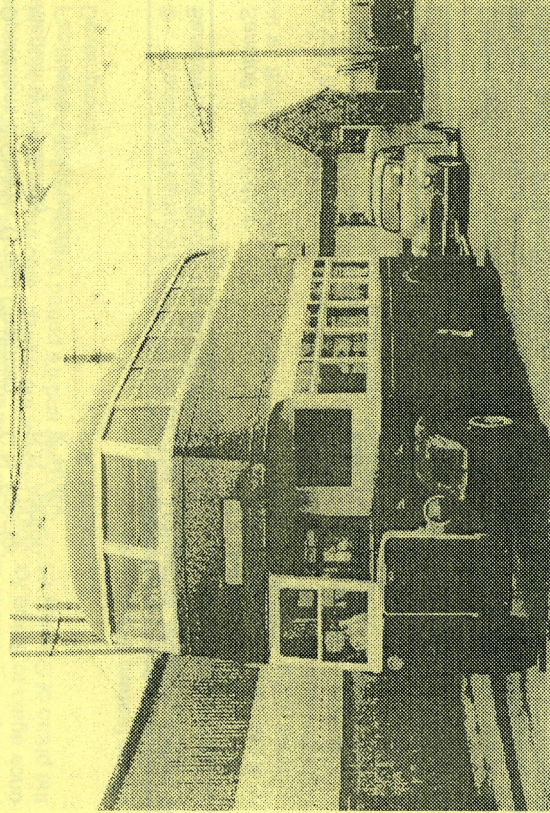
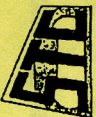


# SANDTOFT SCENE

ISSUE No.37      SPRING 1997



THE JOURNAL OF SANDTOFT  
TRANSPORT CENTRE



# Sandtoft Transport Centre Limited

Registered Company Number 1747475

Registered Charity Number 514382

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**COVER PICTURE:** Grimsby RT 81 undergoing restoration Photo by Brian Maguire.

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

Firstly I should apologise for this issue being late, each edition normally takes around 80 hours work to produce, because of Tony Peart's articles in Vintage Roadscene I felt it was important to hold back publication in order to obtain as much information and comment as possible on the matter before going to press. The Easter and May Bank open weekends and a bout of the merry spring flu bug have all served to further delay this issue so once again, my apologies.

Easter weekend proved to be successful with a considerable number of visitors to the museum, three trolleybuses were in service, South Yorks 2450, Derby 172 and Nottingham 493. One of my other hats at Sandtoft is that of electrical vehicle inspector. An amusing story to come from the garage concerns our traffic manager Andy Thornton, despite his firm stand on the local rat population last year it seems he has a soft spot for its tree dwelling cousin the squirrel. Hidden discreetly behind the master controller of Nottingham 493 was a handful of acorns clearly the forgotten hoard of a member of the local squirrel population, as they haven't been collected by their rightful owner they could now be described as Andy Thornton's Nuts.

Once again thanks to all who have contributed articles for publication in this issue, once again to Sylvia for doing most of the typing, also thanks to Brian Maguire for the photo of Grimsby 81 for the cover and it's potted history printed below.

## Cover feature Grimsby 81

- Grimsby 81 is the only Grimsby Corporation vehicle left in existence.
- It is the only provincial bodied RT to survive, it is therefore different to all the other surviving RTs.
- It is the oldest post war RT left.
- It has been in preservation for over 30 years and in the dry at Sandtoft (at least) since 1979.
- In the early 1980's, new pillars were fitted to all the nearside and the rear body was then repanelled. The offside was also repanelled on the lower saloon. A new gearbox, dynamo and radiator were fitted. Restoration was started on the interior of the lower saloon, a new ceiling being fitted.

## A Fond Farewell.

I would like to bid a fond farewell to all of our readers who's membership expired on 1st April. I really would like to keep sending you the Sandtoft Scene, but the powers that be won't let me, so I must remind you that until your renewal is received this will be your last issue of Sandtoft Scene.

# WHIT Gala DAY

MONDAY 26th MAY! 11:00 to 17:00  
**Sandtoft Miniature Railway.**  
SANDTOFT TRANSPORT CENTRE L.T.D.  
Belton Road, Sandtoft nr. Doncaster, South Yorkshire.  
just off M180 junction 2

**Lots to see and do ALL DAY!**  
**ATTRACTIONS INCLUDE:-**

**STEAM TRAINS**

Stationary engine display  
**CRAFT FAIR**  
Official opening of new engine shed!

Jumping castle

Northern Belle special train

Visiting locomotives  
**EXCLUSIVE archive film shows**  
**on bygone railway days!**

Trolley-bus rides

Motorbus tours

**Children's adventure playground**

**Doncaster bus service**  
Leaving Doncaster South Bus Station (stand B2) at 11:30 & 13:30  
Doncaster Railway Station 11:38 & 13:38. RETURNS from Sandtoft at 16:30  
24 HOUR INFORMATION LINE: (01724) 711391

*relive Whitson with style, & steam....*

## DATA PROTECTION ACT

Details of Sandtoft Transport Centre Limited membership are held on computer at 40, Pentland Gardens, Waterthorpe, Sheffield, South Yorkshire, S19 6NQ. They remain confidential and are not passed to any other organisation. If you wish to check your details as held on the computer, please send your request with a stamped, addressed envelope to the Secretary at the above address.

## WAS YOUR "SANDTOFT SCENE" ENVELOPE CORRECTLY ADDRESSED ???

We are always trying to keep our address file in order, but can only do so with your help. If you have recently moved house, or are about to, or the great British Post Office has changed your postcode, or you have, or are about to have, your county or postal address changed in any way, or if we have just got your address wrong in any way, please let Rob Shepherdson know, either at the address mentioned above, or at the museum.

## COMPANY ACCOUNTS 1995/6

Copies of the Company's abbreviated accounts for the financial year 1995/6 were circulated to those present at the Annual General Meeting last November. Should any other member wish to have a copy of these accounts, please would they send their request with a stamped, addressed envelope to the Secretary, either at the address mentioned above, or at the museum.

## BIDS FOR NATIONAL LOTTERY MONEY By Francis Whitehead

In our never-ending search for money to improve the museum facilities, 1996 saw two (unsuccessful) applications made for National Lottery grants. The application process is quite complicated and rigorous - there being several grant-making boards distributing National Lottery funds, each with its own distinct sphere of operation and set of rules for considering grant applications. The first application was for £30,000 to the National Lotteries Charities Board (which has a structured programme for grants) for a 100% grant to provide and adapt a museum trolleybus, and boarding facilities, for "disabled" passengers. The proposal would have enabled the museum to provide a completely restored historic trolleybus which had been properly and carefully adapted to allow wheelchair-bound and other disabled visitors to board it to enjoy a trolleybus ride. At the moment, because of the layout of all the operable trolleybuses at Sandtoft, most such people are denied the opportunity of sampling a ride on a typical British trolleybus.

Unfortunately, this round of applications was phenomenally oversubscribed for the £160 million available to the Charities Board, so our bid was turned down - a pity as not only could we have provided a unique facility, but we could have also added another restored trolleybus to the ranks of our exhibits.

In the normal course of events, although we are mindful that we should provide more facilities for the disabled, the museum, on its own, could not afford to carry out such a conversion to a trolleybus: if such an opportunity for grant assistance arises again, we will consider such a project further.

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The second application was to the Millennium Commission for a substantial development of the museum, had it been successful this could have allowed us to seek additional funding from other sources, it was not to be as the Millennium Commission regarded our application as being more within the scope of one of the other grant-making organisations. We will not give up whilst there is money to be had!! A lot of work is involved in putting in an application, and it needs to be well researched and just right. We are learning all the time, so these two experiences will be of use in possible future bids.

#### **MUSEUM DEVELOPMENT: A PROGRESS REPORT. By Francis Whitehead**

Work in and around the Axholme Stores continues to allow us to use this facility to its maximum. Progress is, to a degree, restricted because of the limited budget available and hence a small band of dedicated volunteers are doing some of the work themselves. As always, we are having to spend our available cash prudently - and with more than a little thought - whilst at the same time endeavouring to get the job finished in time for the bulk of the visitor season. Paving slabs - most of them "specials" originally intended for refurbishment work around the classic 1930's London Transport Underground station at Southgate (they are even made to the old Imperial size Jim) were due for delivery to Sandtoft just before Easter, and should be professionally laid to provide access to and around Axholme Stores in the following few weeks. New and "new-second-hand" handrails, gates and iron railings are also being purchased or acquired (donated for the cost of their transport) in order to provide safe entry/exit to Axholme Stores at each end, and a secure boundary between the museum and the car park as part of the new entrance arrangements. On Thursday 20 March, after considerable preparatory work, a new kerbline was laid in front of Axholme Stores and along virtually the whole length of Sandtoft Square. The kerbs themselves are those that have languished for many years alongside the "back straight" fence (if you keep something long enough you will eventually find a use for it) as they are of an old design ("massive", some people might describe them as they are twice as heavy as a modern kerb) very much in keeping with the period effect we are trying to replicate at the museum. They should look just right with the paving slabs. Slowly, as weather and time permit, the woodwork to the Axholme Stores' shop fronts is being painted - each shop in a different colour scheme - whilst off site, the sign writing for the Axholme Stores' shop fronts is progressing under the watchful eye of Ken Hulks. Other work scheduled to complete this phase of the development externally includes re-siting two or three traction poles away from the Axholme Stores frontage, a footpath from the north end of Sandtoft Square to opposite the toilet block, a new zebra crossing over to the toilet block and a length of slabbed paving in front of the newly extended and refurbished toilet block. Internally, in Axholme Stores, work goes on to equip it as the museum entrance pay point, museum shop and exhibition hall, all under the direction of Chris Proctor. The electrical installation is progressing, care of Steve Harrison. Much of the EU grant money has now been received (the wheels of the European Union grind along very slowly indeed and no one there seems to have heard of BS 7890 - the Code of Practice for Prompt Payment). Following the auditing of the project accounts, the outstanding balance of grants from the EU and the Rural Development Commission should be able to be released to us.

#### **FURTHER MUSEUM DEVELOPMENT. By Francis Whitehead**

1997 will let us see how our visitors react to the improved facilities. On a couple of occasions in Sandtoft Scene we have made the point that we are seeking donations to raise £25,000 to help match external funding from such as the EU and the Rural Development Commission for further development. Sadly we have to report that we have received no donations. No doubt there are good reasons for this, but no one has bothered to tell us. Surely somebody out there wants us to continue with building up our museum and progress it from the very good first phase carried out last year? A regular donation of any size could be coveted, or a one-off donation of £250 (minimum) "Gift Aided", either method allowing the Company to recover tax from Inland Revenue. Details can be obtained by writing to Alan Platt. We must be able to part-fund further work in cooperation with external funders. We cannot rely solely on such as National Lottery funding: such a windfall can never be certain and it is considered only reasonable by every external funder that an organisation puts a reasonable amount of its own money into a project. Further than that, and just as basic, what further developments do we want at Sandtoft? We have some basic ideas, but your input would be welcomed. Even if you cannot let us have any money, can you let us have some ideas or comments? This is your chance to influence how we proceed - or not. When we discuss funding with any organisation, we need to know what we want to do, and it is often helpful, if not necessary, to produce detailed drawings. Obviously we therefore need to have realistic reasoned and adequately costed proposals. Write to Francis Whitehead, our Development Director at the museum with your ideas or comments.

#### **On the move London Trolleybus 1201. By Dave Shepherd**

Although it may have seemed to be a permanent feature at Sandtoft where for the last ten years it has been an attractive and interesting exhibit for our visitors to see, London 1201 has actually been on long term loan from the London Trolleybus Preservation Society. At the beginning of October 1996 our company secretary (Shep) wrote to the vehicle owners acknowledging the extensive work carried out by Brian Maguire over this period and inviting an extension of its stay at Sandtoft so that restoration could continue. Regrettably the vehicle owners have decided to decline our offer of further accommodation at Sandtoft. Mr. Ken Blacker, LTPS Chairman advised us of this by letter at the end of December 1996 and that the vehicle will be removed from our site to an undisclosed location as close as practical to the expiry date of the original agreement (29th April 1997). I would therefore like to the expiry opportunity on behalf of our membership to publicly thank LTPS for the loan of such a rare and interesting vehicle to our museum.

The imminent departure of 1201 has prompted me to wonder exactly where Britians surviving Trolleybuses are located, I would therefore like to create a database containing basic details such as, their original and subsequent fleets, make and model of body and chassis, current location and condition of all surviving British trolleybuses and of foreign trolleybuses preserved in this country. I would therefore be grateful if members could supply me with any relevant information they may have in order for me to be able to complete this project.



Dear Dave

Firstly, congratulations on the excellent job you are doing as Editor of Sandtoft Scene.

I read with interest Pat Ashton's letter regarding Mike Barret's comments at the last A.G.M. in mentioning hers and Bob's name when having previously been asked not to do so. I am sure that Mike did not intentionally set out to cause any upset, but I must say I tend to agree with Pat

For many years I have served on various committees as a member, sub-committee chairman and chairman of the committee, and in my annual reports I always refrained from using individuals names unless absolutely necessary. My reasons were that (a) people do not want to listen to a list of names, no matter how worthy they are of a mention, and (b) if you miss anyone out, you cause offence.

Sandtoft has many willing workers in all aspects of the museum, ie Maintenance - both site and vehicular, Traffic, the Lecture Theatre, Gate, Shop, Miniature Railway and any articles written, if they mentioned everyone by name in the various articles written would make heavy going indeed, and further more, the whole organisation relies on everybody to be successful. It's no good having 10 drivers on site if there are no trolleybuses available for operations for example. Of course there are occasions when an individual must be mentioned when something momentous happens, but I feel that on the whole names should be left out of reports and articles, and in future all reports should be given by departments i.e. "The Site Maintenance was carried out successfully by two willing teams etc, etc, or The Traffic Department provided a well staffed and professional service this year," and so on, all people thanked and no one offended.

My second point is with regard to the Traffic Department. Whilst we need to recruit and train new drivers and conductors, existing members who have been coming to the Museum on a regular basis for many years must not be forgotten. All too often, I am seeing the stalwarts getting pushed into the background and the new recruits taking over. I have seen many times in the twenty one or so years I have been attending people arrive in a blaze of glory wanting to take over this, that and the other only to fade into obscurity a couple of years later never to be seen again.

I know all work is voluntary, I come to the museum because I enjoy it. I find the majority of the people extremely likeable, and I feel that the place is part of my life. I do not come for reward. Over the years I must have spent £1,000's in petrol getting there and back, and I do it because I want to, and I realise that people cannot be forced to attend, but what I would say is give fair shares all round, because one day, when the come day go day people have once again failed to turn up, the stalwarts might have gone as well.

Another point I would like to raise, are qualified drivers who turn up occasionally, (usually Gathering day) and proceed to hurtle around the circuit at breakneck speed with the inevitable result. Spectacular at the time, but totally unprofessional when services have to be suspended for 1/2 to 3/4 of an hour for repairs to the overhead be carried out. I personally feel that all drivers should attend at least one other operating day apart from Gathering Day to keep their licences up, otherwise they are suspended until they have taken another test.

I hope this letter is taken in the spirit it is intended, and I look forward to a successful, happy and harmonious 1997 season at Sandtoft.

See you there,

Miles R Cartwright.  
Address supplied.

Thank you for your letter Miles. Many of the issues you have raised in your letter are to be addressed in the not too distant future, therefore your advance support is very much appreciated. - Ed.

Dear Sir

I write with reference to your "article" in the Sandtoft Scene No 36, late news etc. I would have to put my vote quite squarely behind the articles in Vintage Roadscene although not agreeing with all that is written. Any person, or group of persons, who can place such a historic vehicle into outside storage deserves bad publicity from wherever it comes, and only highlights the lack of direction in the museum. I do not believe that the membership has any chance of changing the systems at Sandtoft. Is it not strange that only individuals vehicles are moved out, never a BTS or DOLLRS vehicle! One man has saved the unique RT (Not a Regent III!) for over 30 years - funded from his own pocket, through thick and thin. His letters to (a named director) have been ignored, apart from one used to try and stir trouble with the Benefits Agency, so no progress could be reported to the board.

Yours faithfully

B Maguire A member of over 25 years.  
Address supplied.

Thank you Brian for your letter to support Tony's articles. It was very refreshing to receive a letter actually for publication as I feel it is far better to air our grievances within the membership. I dispute with you that the membership cannot change the system at Sandtoft, because it is only they who have the right to vote individuals into or out of positions on the Board thus effecting change in the system. For legal reasons I felt I had to withhold the name of the director you referred to, but I trust that you do not feel this will detract from the issues you have raised. - Ed.

I have also received the following coy letter from our Chairman, Michael Barratt, in reply to Pat Ashton's letter published in Sandtoft Scene 36.

Dear Pat,

I was amazed to receive your letter dated 17th January 1997 with enclosed copy letter to the editor of Sandtoft Scene. If you read the Chairman's Address carefully I was specifically thanking each and every individual member of the Board who had helped me through a particularly difficult year in 1996. Bob is a member of the Board and was included as a matter of courtesy.

It is bizarre that I should be reprimanded by you and Bob for expressing my gratitude to you. It is more usual for this to occur when appreciation is not shown.

Yours very puzzled,

Michael F. Barratt

Dear Members,

I would like to sincerely thank all of you who worked so hard in the most appalling weather conditions to help make the May Day operating weekend such a success. On the Monday only a few visitors braved the cold wind and pouring rain that set in the early morning and then continued all day, but amongst those visitors were members of the North Lincolnshire Tourism & Leisure Department who came to see and assess Sandtoft as a museum attraction. As a result of the hard work of our members, the visitors from the tourism department were very impressed by the museum. I am confident that our museum will continue to be on the list of important and interesting attractions on the tourist maps and leaflets published by the North Lincolnshire Tourism & Leisure Department. Most importantly we could receive further help to obtain grants to continue the fitting out and development of the museum's visitor facilities.

Once again thank you for your support.

Yours sincerely,

R. N. Ashton,

Director of Publicity for the Sandtoft Transport Centre & Sandtoft Miniature Railway.

Dear Members,

The Whit Gala Day event is to be held on the 26 May 1997. The day has many extra attractions. This is the first time that the miniature railway has had its own event, so with your help we hope to make the event an outstanding success.

Martin Hulks, S.M.R. Promotion.

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Sandtoft Scene

Dear Dave,

I was saddened indeed to read the Late News, (Trouble at Mill) on page 18, Issue No. 36, Sandtoft Scene. Whilst I cannot comment on the article in Vintage Road Scene for the simple reason of not having read it, surely there is a principle at stake here, and grievances should be aired within the Museum.

Let us all pull the same way!

Yours sincerely,

Brian Wharton

Address supplied.

My feelings exactly, Brian. If we as members choose to disagree on an issue, so be it, but we shouldn't take our fights into a public show. It is for this reason I have repeatedly offered space in the Scene for aggrieved members to air their views - Ed.



Dear Editor

I have had the enclosed postcard pinned on my garage wall for many years, I would be grateful if any of your members could identify the make of the coach. Before retiring I was a coach driver for most of my working life but this particular vehicle is a complete stranger to me.

Maurice Parker  
Address Supplied

I took the liberty of forwarding Maurice's postcard to Jim Brooks, the technical advisor to Charabanc and Steam Train Weekly; as a result I have some good news and some bad news. He immediately identified the bus in the picture as a Tilling AEC Regal/ECW Queen Mary. Now for the bad news: I am sorry to have to tell you a reader of Classic Bus raised the same question in Issue 14 (December 1994/ January 1995), Issue 15 (February/ March 1995) exposes Maurice's treasured postcard, along with several others as being faked to produce a more spectacular effect by the postcard manufacturers. The background and view of the road has been tilted to produce the almost impossible angle, then the bus has been superimposed onto the original picture (in this case, back to front!) Over the background, hence the apparent left hand drive model and the operator's name GNILLT (Possibly Welsh?) - Ed.

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## THE GARDENS

The work has continued by the SMR gardening team. Spring brought out an array of bright yellow as the daffodils planted last year came into bloom just at the right time for the Easter Weekend events. To the rear of the Axholme Stores new plants have been coming through that were planted in February, but there are still many more required to break up the monotony of the long rear wall. Spring has arrived a month early this year, unlike last year when the seasons were running a month to six weeks late. The museum site is now a bright shade of green as more trees come into leaf. The bird song has been very noticeable, especially the Skylark which has been singing above the site for the last month. The Skylark's song I understand is getting to be quite rare now in Great Britain. A pair of Blue Tits have taken up residence in the outer wall of the Lecture Theatre facing the Tourist Information trambody. Their tapping can often be heard inside the Lecture Theatre as they make alterations to their nesting area, another pair have taken up residence in a side light fittings of one of the Bradford trolleybuses stored outside. We now only wait for the arrival of the swallows, which I understand are not so welcome by the owners of the buses as they take up residence in the depot roof beams.

## SANDTOFT MINIATURE RAILWAY

Work has continued in many areas, but thankfully not as intensely as last year this having permitted members to turn their attention to the other parts of the museum. Nevertheless, a workshop not too far from the museum has been seen burning the midnight oil with the resulting appearance of the new "Koppel" steam engine. The engine made its first passenger carrying journey on the Easter Sunday. For the first time for several years two steam engines were in service on an operating day. This meant that there were requests for more than one train journey, so on the Easter Monday a new Multi-Ride Saver ticket was introduced. It has been difficult for the SMR to know what price to set for train rides as the visitors often presume that their gate ticket includes free rides on the railway as on the trolleybuses. The SMR does not receive any funding from the museum or from the admission charges, all the investment during the last ten years has come from the members and fares from the passengers. I think the fares charged on the Railway strike a reasonable balance and it is common for the children (and parents) to have extra free rides especially visitors to sit and watch the trains without causing problems when the station gets busy. The Sheffield Luggage trolley is now on display at the end of the platform next to Axholme Stores. This makes a good seat for both the public and train drivers. On the Easter weekend a variety of plants in tubs appeared on the station. Regrettably two of the electric locomotives have not entered service this year due to failure of the electronic control panels, which this time cannot be repaired so new units are to be fitted. Preparations for the **WHIT Gala DAY** event on Monday May 26th organised by the SMR are going well. I understand the marquee for the Craft Fair is now fully booked. The engine shed is to be officially opened by the manager of a local firm who supplied some of the materials. Arthur Wilson is to be awarded an Honorary membership at this event for his contribution to Sandtoft. If you would like further information about this event please see a copy of the leaflet which is published in this Sandtoft Scene or you can telephone Martin Hulks on 01302 364330.

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## FROM THE LECTURE THEATRE compiled by Bob Ashton

The Lecture Theatre has been at Sandtoft for 12 years and has lasted longer than we could have hoped for. This reflects the quality of the work put in by our members and the Community Industry team who moved the building. Wooden buildings tend to need more attention than their brick counter parts, as the years go on more filler is used on the window frames when they receive their Bi-annual repaint, the panels also need attention. For the first time the exterior colour scheme is being changed. The blue paintwork is replaced by Monarch Red and the wood stain of the front door and surrounding panel has been painted for the first time to match the rest of the building front. It is hoped that the SMR team will be able to continue with painting the building. A new copy of a Teesside trolleybus timetable was put in the bus stop information notice holder. A display of photographs has replaced the rather faded map in the other notice board. At present there are some photographs depicting the only snowfall of the winter. It had been hoped not to use the interior of the building as a store or workshop during the winter months but as many members will have seen the contents of Sheffield trambody 419 filled most of the floor space. As work neared completion of the interior of the trambody, the Lecture Theatre received a major spring clean and rearrangement of the displays. The scale model of the chassisless London Trolleybus was transferred into the Axholme Stores and the stationary barn engines have been transferred to a new display area in the SMR engine shed. The Children's Drawing Area has received a major face lift by being repainted including the original school desks. The children can now pin their drawings up on eight new cork notice boards.

## SHEFFIELD TRAMBODY 419 (part of)

The interior of this has continued to receive attention, panels from the ex-Belton Youth Club have been fitted to strengthen the floor. The panels in the roof had to be removed to strip off the varnish. Whilst these panels were removed the second row of lights were replaced with new fittings and mains wiring. The stripping of the varnish was far from easy. A hot air gun, varnish stripper and an electric sander were all tried but the only way was to scrape the varnish off using a wall paper scraper, then the electric sander. Two coats of a special wood treatment were then applied. Before the last panel was put back into place a 1997 Sheffield Super tram leaflet was varnished to the underside of the top deck floor (underneath the corrugated sheeting) plus a plastic bag sealed with leaflets and Fares Tables for the Supertram and a 1997 Sandtoft leaflet as a "time capsule". Only four original lampholder covers survived so another small part of tramway history has been put in place, this being 10 lampholder covers from one of the two remaining Blackpool OMO trams which is being dismantled. A display shelf using more of the materials obtained from the ex-Belton Youth Club has been fitted inside. The five windows facing the car park are set out to represent scaled versions of 50's and 60's department store windows. Later this year I will try to write an article for Sandtoft Scene which will include photographs of the move of the tramodies from the farm of Mr. and the late Mrs. Jacklin at Susworth, plus a poem written about the tramodies at the farm. One ex-Newcastle body only just survives alongside the River Trent used as a potting shed.

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Sandtoft Scene

## MEMORIAL BENCHES

The Les Flint and Dennis Tate memorial benches were restored by one of the DO&LRS members and fitted with new plaques. Further benches and the seats used in the garden areas are to be restored. Other seats used by the visitors are in need of attention, but we are noticing a gradual disappearance of these. One of the original patio tables disappeared last year.

## STREET FURNITURE

Here too noticeable problems are occurring. The traffic lights in store next to the Stores building at back of the site are gradually having the glasses broken. I am not too sure that we can blame this on the resident wildlife. The petrol pumps next to the workshop are showing advanced stages of rust. Our appeals for help to restore such items usually meets with no response no doubt due to the fact that most members are busy restoring and maintaining the buses without which we would not be able to operate a bus service, but if a little bit of help could be given to restore some of the street furniture the site would look a more interesting and tidier place.

## ROADWAYS

For many years the roadway for the trolleybus circuit which on non-open days sees just as much use for the testing of motorbuses has been deteriorating in spite of admirable efforts by members with sand and bags of cement to patch up the holes. Nature too takes its toll, as every Autumn the many trees shed their leaves which collect along the roadways and with the rain become ideal for the growth of weeds and grass. So somebody has to clear them up, not an easy task for anyone. So as you drive a car or bus around the circuit in 1997 please be aware of the fact that the leaves and debris are having to be cleared up by one of our 74 year old lady members as no one else seems to be willing to help, it is not an easy task for anyone having the benefit of younger years. I am sure our solo roadway maintenance person would be pleased to receive some kind of help. Be warned it is amazing how many rusty nails, self tapping screws and jagged off cuts from aluminium panels are also found each year.

## PUBLICITY

We made a very good start at getting our publicity out to the press, local radio stations, bus magazines, newspapers, tourist brochures etc. Posters and A5 handbills have been distributed at leaflet swops at York and Woodhall Spa in March. At the Woodhall Spa the leaflet swap a free space and table was provided and we had an excellent response to our leaflets. I was hoping that we could print a three fold leaflet, but the cost of these was such that we could not have a 20,000 run. Some members have indirectly complained about the lack of a double sided A4 three fold leaflet, unless you can help to finance these leaflets or if any of the societies could make a contribution or anyone has facilities to print our publicity material at cost price, then for a while the A5 handbill is all we can afford. (The three fold leaflets I used to print in the past were produced at cost on a plate maker and offset litho printer, that I had when AV Printing & Art Services existed) Another of our problems is that we are just within the boundary of the North Lincolnshire area, but only a stones throw away from the Yorkshire Tourist Area so we have to meet the

cost of advertising in both areas. We are also posting the publicity handbills and posters to other museums and Tourist Information Centres (especially those where trolleybuses once operated). I forwarded 50 SMR and 50 STC leaflets to Rotherham TIC just before Easter and I have now had a request for the same again. My local post office is doing excellent business with the publicity material I have to post, however if any members can help distribute any of our publicity material to their local TIC's or museum's etc. whilst on holidays or days out, please help yourself to those in stock in the Sheffield trambody, it will save on average 80p to £1.20 the present 2nd class postal rate that is the cost of posting 100 A5 handbills. Whilst doing a leaflet swop with another transport preservation society four days ago, I was told that Sandtoft's reputation is not very good at the moment due to articles appearing in magazines and derogatory comments made by members from Sandtoft about Sandtoft whilst visiting other establishments. Nothing new I told them, we have been there many times before and have the postcard to prove it you might say. This is certainly a problem that all museums suffer from time to time. All I personally ask is that we are careful about **Bad Publicity** which usually is made at no cost, and can have devastating results, whereas **Good Publicity** costs the museum a fair amount of its yearly budget, not to mention the time and effort that has to be put into producing and distributing publicity material.

## Trouble a't mill the saga continues. By Dave Shepherd.

I informed the membership in my late news section of Scene 36 "(Trouble a't mill)" of detrimental articles concerning activities at Sandtoft written by a fellow member which have been published in *Vintage Roadscene*. I did promise to publish the relevant sections of these articles in this edition of the *Scene*. Regrettably the author Mr Tony. Peart has advised me he would consider me to be in breach of Copyright if I did this. Accordingly I have prepared a summary of Mr. Peart's comments for the consideration of the membership. In view of the fact I was prepared to publish, word for word, Mr. Peart's statements I trust he will therefore not be offended if he feels my summary of his reports fails to fully convey his views to Sandtoft Scene readers or he feels it to be inaccurate.

In his Preservation Scene report for *Vintage Roadscene March to May 1996* edition Mr. Peart, after criticising BMMOT for the scrapping of the Ex Cleethorpes Crossley Trolleybus HBE 541, concedes the point that vehicle owners have the right to treat their property however they please.

He states his dissatisfaction at the Sandtoft Board's proposal to move the Liège Trolleybus to outside storage, to provide room for the display cases donated by Doncaster Museum. Mr. Peart then states his concern that the ex Grimsby Corporation RT, JV9901 has lost its indoor storage space under the Sandtoft depot space allocation points system, rather than the owner choosing to give up indoor storage. Mr. Peart states that the Sandtoft Board could expect to be severely criticised should this result in the vehicle deteriorating to a state where it cannot be recovered and implies that the Sandtoft Board is responsible for this happening to several Trolleybuses in the past.



Mr. Peart's next Preservation Scene report opens with confirmation of the transfer to outside storage of the ex Grimsby Corporation RT, JV9901, stating that this had coincided with restoration work re-commencing on the bus. Mr. Peart concedes that the owner's neglect of the vehicle is a primary cause of it now being in outside storage, however he claims that the STC Board will be regarded as the vehicle's guardian and is likely to be heavily criticised should the vehicle suffer whilst outside. Mr. Peart urges his readers, who have an interest in the fate of this vehicle, to write to the company secretary at the museum address, a senior and well respected member is also reported as being a concerned party. The Sandtoft section of this report closes with four column inches devoted to the arrival of Oporto 140.

In this latest Preservation Scene article to Vintage Roadscene Mr. Peart reports briefly on restoration work to Huddersfield Trolleybus 541 before returning to the matter of the ex Grimsby Corporation RT, JV9901. He comments on the progress of restoration work and the current weather conditions it is exposed to before stating his disapproval that the vehicle's current predicament is due primarily to museum politics and personalities.

As your editor I feel it is my place to defend our museum in print against Mr. Peart's published criticisms, before I do this however I would like to share with you all a little matter which occurred when I visited the Tramway Museum at Crich. I make a practice of introducing myself as a Sandtoft member when visiting other museums, this normally results in a friendly response and has usually lead to a healthy exchange of information and even on occasions an invitation to view items not normally on public display. However this was not the case at Crich, one comedian promptly looked up from the tram he was cleaning and said "Don't you mean Scraptoft". When I challenged him how he felt he knew so much about our museum he replied "Oh I'm a friend of Tony Peart". This was certainly a first for me, to be deliberately subject to public humiliation by a member of another museum, particularly one whose aims are supposedly similar to ours, i.e. the preservation of historic public transport (Crich please note!). With this in mind it came as some surprise to me to learn that Mr. Peart, the owner of two immaculately preserved Regent III motor buses both of which are resident at Sandtoft, was responsible for published criticism of moves by the Board to apply pressure on a vehicle owner either to improve the visual appearance of an otherwise dilapidated vehicle or find it alternative accommodation. In conclusion it is my considered opinion that Mr. Peart has misused his respected position as a contributor to Vintage Roadscene in an attempt to force his personal views upon our Board and what appears to be the majority of the membership causing ill feeling and division. He also tilts opinions outside the museum threatening the vital external support we need. The issue of which vehicles have indoor storage is purely domestic and not a matter for national publication. Mr. Peart discreetly omits to tell his readers that the RT was moved out to make way for a newly restored trolleybus, yet he has the audacity to accuse the Sandtoft Board of being the ones playing politics. The lesson from this sad affair is quite simple, the better members can work together in our common interest, the better our museum will thrive.

### An open letter to Tony Peart.

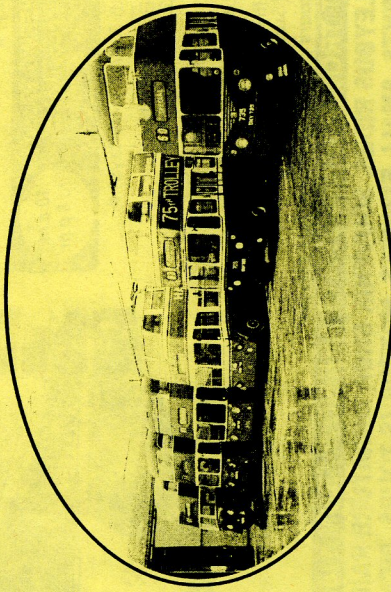
In reply to your published criticisms of our museum I would first ask "Did you have the informed consent of the vehicle owner in question before writing articles for a national publication like Vintage Roadscene?-articles which have now made a public spectacle of what was purely a private matter between the owner and the Sandtoft Board". Because of his lack of comment on the matter I suspect not. Surely you accept that every bus at Sandtoft has its place in history, they wouldn't be there if they hadn't, even the humblest Bradford Blue can, if nothing else, claim to have survived its system by twenty five years. The historical value each individual places on any given vehicle is a matter of personal preference and this is as diverse as both the range of vehicles at Sandtoft and the personalities of their owners. I believe it is therefore unfair for you to single out any one vehicle at the museum as being more worthy, historically, than any other, particularly as this is a vehicle which, by your own admission, was being subject to long term neglect. The Sandtoft Board runs a museum and therefore has an obligation to give the admission paying public the best possible display of historic vehicles available. It follows that each case needs to be treated on its individual merits. Our points system needs to continually evolve in order to meet today's situations. It is administered by a panel drawn from a broad spectrum of museum interests and provides the best possible solution to this problem. It is, therefore, in the interest of any particular special interest groups within Sandtoft to have a member of their particular section sitting on the Board of Directors to ensure their views are fully represented. Clearly we are going to continue to have this problem again and again unless the Board's right to manage the site can be firmly established. However may I remind you that the AGM followed the eviction of this vehicle from the shed; but there was no challenge to the Board at that meeting. As editor I have received only one letter condemning the Board's action. I must assume therefore that the Board has a mandate from the majority of the membership for its actions and you have used Vintage Roadscene in an attempt to push your own personal opinions upon your fellow members. The one piece of good news is that, since eviction, work has progressed on the RT at a super human rate. It looks considerably more presentable than it did some six months ago and could regain a place under cover in the not too distant future, should the owner request this. However, unless a depot space occurs through natural wastage another group or individual is going to find that their historic vehicle has been put out in the cold with the consequential problems that this creates.

You do not appear to accept that things have had to change at Sandtoft since the early days. We are no longer able to simply open the gates of an "anoraks paradise" and call it a museum. The vast majority of the visiting public couldn't tell you the difference between an RT, a Regent III or even a PD 3 if all three ran over them. They come and expect us to put on a show so they can be entertained for at least a couple of hours in return for their admission charge. Many are not really interested in the finer points of this or that particular class of vehicle. A well executed gear change on a thirty year old crash box means absolutely nothing to them. They just get on a bus and expect it to take them for a ride just like a merry-go-round at the fun fair. Next week they will be at some totally un-related venue for their Sunday afternoon out.

# BRADFORD DAY AT SANDTOFT

To celebrate 25 Years into retirement  
of Britains longest lived trolleybus system.  
Sandtoft Transport Centre will hold a Bradford Day  
on Sunday, 13th July, 1997.

See and ride on Electric, Diesel and Petrol buses  
once operated in Bradford,  
plus Tower Waggon in attendance, with further attractions.

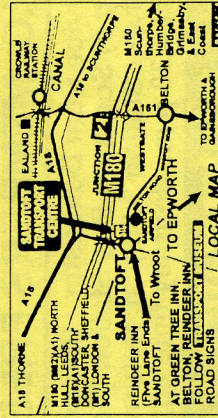


• Free Bus from Doncaster •

Southern Bus Station (BAY A3) – 1.30 p.m.

Doncaster Railway Station – 1.35 p.m.

Returns to Doncaster from Sandtoft – 4.30 p.m.



24 Hour Information Line (01724) 711391

Sandtoft Transport Centre Ltd is a company limited by guarantee  
(Registered in England No. 1747475) and is a registered charity No. 514382  
S.I.C. Reserves the right to alter or cancel any event without notice

Had you taken the trouble to involve yourself more in dealing with the visiting public you would be better aware of this, "Let's go on the red one next" or "Can we go on the blue one now?" are regular comments we hear. The Electroline is a complete mystery to them because buses like that one go down their street every "quarter to and quarter past the hour". Only when you point out the booms on the roof and explain its history do their eyes light up in amazement. In your eyes they may be "Philistines" but without their patronage Sandtoft would not survive. They come to see nice vehicles that they can ride on, not vehicles that look like a reject from Norths. We can only get away with exhibiting a vehicle in poor condition if it looks totally different from anything else on display, regrettably an RT in their eyes does not look any different from half a dozen other buses on the site all of which are in better condition.

Our members now fall into two basic groups, vehicle owners and museum staff, the two groups are mutually dependant upon each other just like Siamese twins. Without the goodwill of vehicle owners the museum would have nothing to exhibit. I don't believe any of our founder members could possibly have envisaged the way museums including Sandtoft have grown in public popularity particularly over the last few years. Equally they could not have foreseen our site fast becoming a small oasis of green in an area of rapid industrial development. Because we are a charity running a museum for historic vehicles we are protected both from the developer and the financial burdens our site would attract as a commercially run storage facility. By way of example I can assure vehicle owners that if our site had to pay its full local authority rates, a several fold increase in vehicle rents would be likely to price many vehicle owners off the site. I have pointed out in a previous editorial that the public concept of museums has changed and to retain its status and credibility as a museum and educational charity Sandtoft has got to keep up to date. The Board has recognised this and has started to address this problem by applying pressure on the owners of neglected vehicles to either improve them or house them elsewhere. If Sandtoft does not move with the times it will go the way of anything else which can't adapt along with its environment. Make no mistake I do agree wholeheartedly with you that such an historic vehicle should be stored under cover, but you yourself conceded the point that vehicle owners do have the right to treat their property how they please. If someone wishes to own an extremely rare vehicle, for the sole purpose of watching it slowly fall apart over a couple of decades, that is their right. Leaving aside for the moment any public safety issues such a vehicle may create, it is my opinion that such sacrilege should not be on display for our admission paying public to see. Unlike Crich we do not have a separate under cover storage facility like Clay Cross, where long term restoration projects or even assorted clutter can be kept away from the public eye. I, therefore, find it difficult to accept your argument that any vehicle which has been subject to long term neglect by its owner(s), regardless of historical value, should remain in under cover storage at our museum, particularly whilst newly restored vehicles which are available to work for the museum benefit remain out in the cold on "rammel" corner.

Dave Shepherd - Editor, Sandtoft Scene

# 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.**

◆ "FATHER'S DAY"  
JUNE 15th (Sunday)

JUNE 29th (Sunday)

JULY 6th (Sunday) #

◆ "BRADFORD DAY"  
JULY 13th (Sunday)

JULY 20th (Sunday) #

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

10 a.m.  
to 6 p.m.

AUGUST 3rd, 10th & 17th (Sundays) #

◆ AUGUST BANK HOLIDAY

AUGUST 24th/ 25th (Sunday & Monday)

AUGUST 31st (Sunday) #

SEPTEMBER 28th (Sunday)

◆ "YORKSHIRE DAY"  
OCTOBER 19th (Sunday)

# 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.

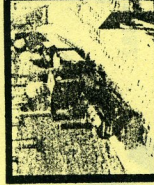
**TROLLEYDAYS** :- Family\* £9.00, Adult £3.50, Child £1.50, OAP £2.00

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

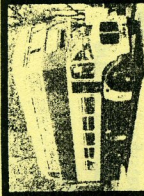
\* Family consists of :-  
2 Adults + 2 Children

## S.T.C. MEMBERS FREE

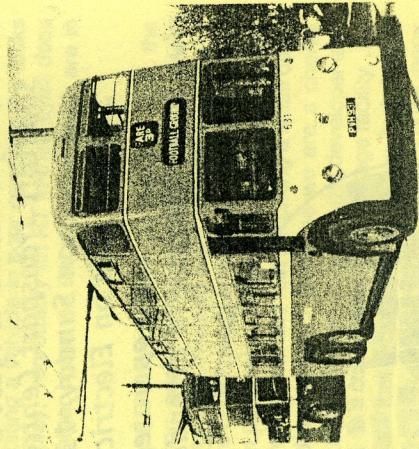
FREE bus service from Doncaster : (Except days in July  
/August marked #) Southern Bus Station (Bay A3) 1.30 p.m.  
Doncaster Railway Station 1.35 p.m. Returns to Doncaster  
from Sandtoft at 4.30 p.m.. Journey time approx. 30minutes.



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



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HUDDERSFIELD TROLLEYBUS No. 631