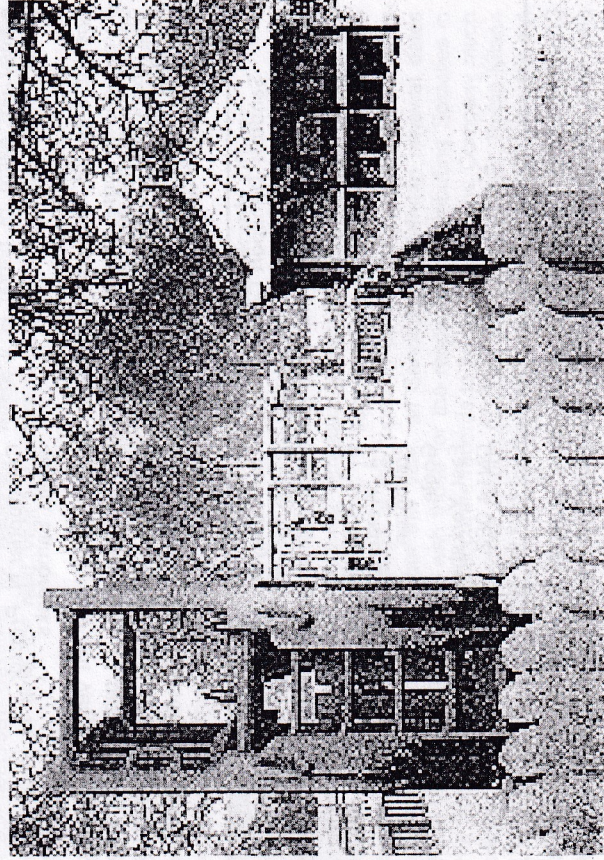


SANDTOFT SCENE



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THE JOURNAL OF SANDTOFT
TRANSPORT CENTRE



Sandtoft Transport Centre Limited

A Company Limited by Guarantee

Registered in England No. 1747475

Registered Charity No. 514382

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Directors:

Chairman: Francis R. Whitehead
Secretary: Robert P. Shepherdson
Managing Director: Kenneth Hulks
Financial Director: Alan J. Piatt
Ordinary Directors: Robert N. Ashton
Christopher N. Proctor
James Sambrooks

Specific areas of responsibility of Directors for 1998 have not yet been agreed: if you need to write, please address correspondence either to the Director who was previously responsible for the relevant area of operation (see a previous *Sandtoft Scene* for details), or to the Managing Director. As necessary, correspondence will be forwarded to the appropriate person.

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COVER PICTURE: Sandtoft Snowscene: a seasonal view of the Children's play area and the ex- Huddersfield Tram Shelter. *Photo by Bob Ashton*

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 items and articles printed in this publication represent the opinions of the individual contributors; they are not necessarily the opinions

EDITORIAL

Firstly, let me wish you all a Happy New Year. I have produced a nice short little issue to round off the year, including several peices which had to be removed from Scene 38 at the last minute to make way for the official stuff following the AGM.

Now, turning to the coming year's *Sandtoft Scene*. I would really like to receive more articles from members for publication: how about someone reviewing new books covering public transport related topics - there was a super little review of *Kingston upon Hull Trolleybuses*, published by Trolleybooks, in the July 1997 edition of *Light Rail and Modern Tramway*. In the same edition there was an article about a Douglas (IOM) cable car terminal pit being unearthed during roadworks in Broadway: the equipment is to be recovered this winter for exhibition - anybody going to the Isle of Man this summer? *Coach and Bus Week* ran a series of articles - with photographs - in October 1997 concerning the experimental Leyland "Lowfloor" trolleybus running on the South Lincs. System in 1934 - how about similar brief articles? I am very grateful to two non members for bringing these interesting items to my attention.

VEHICLE NEWS

Bradford 735

Following a recent change in ownership, Bradford 735 left Sandtoft on 7 December 1997 destined for Boughton, where it is hoped to make the vehicle operational in time for next year's *Trolleys Galore* event at the Black Country Museum.

Rotherham 44

One of the museum's own trolleybuses, Rotherham 44 has been temporarily moved undercover to occupy the depot space vacated by Bradford 735. It is hoped to undertake a thorough evaluation of the condition of this vehicle during 1998 with a view to the commencement of restoration work in the near future.

MEMBERSHIP UPDATE from Robert Shepherdson, Membership Officer.

The Company has currently 219 members of which 3 are Honorary and 13 are juniors. By far the largest group (95) come from the British Trolleybus Society, followed by 45 from the Doncaster Omnibus & Light Railway Society, 21 from the Bradford Trolleybus Association and 19 from the Sandtoft Miniature Railway. 39 members have taken advantage of the "opening up" of Company membership by joining Sandtoft directly. From this year, all Sandtoft membership renewal dates have been brought into line with those for the respective Contributing Societies in the Spring: this has enabled accurate records to be available to the Company much earlier. Thanks are due to Andrew Barton (BTS), Wilf Hawdon (SMR), Robin Kitson (BTA) and Chris Proctor (DO&LRS) for their help and assistance with carrying out these recent changes.

VACANCY FOR A DIRECTOR

Each Company Member will find enclosed with this edition of *Sandtoft Scene* a ballot paper and an addressed return envelope, together with a page containing information about the voting arrangements, instructions and the brief supporting statements for each candidate, as submitted with their nomination. (By law, junior members are not eligible to vote, so will not receive these items). Votes are due back no later than 21 January 1998.

THE CHAIRMAN WRITES

I take over as Chairman with some nervousness. Whilst the appearance of the museum to the visitor and the museum's potential, have never been better, there is an amount of turbulence in the thinking of the membership - a turbulence exacerbated by the events surrounding the operation of ex-London trolleybus no 1201 last June and the subsequent inquiry. My predecessors have set high standards for the position of Chairman - I hope I can keep up those standards.

Thanks are due to Michael Barratt, who resigned from the Board on 29 October, for his devotion to the Company, particularly, but not just, whilst Chairman. Michael's professional approach and attitude has made the Company much more business-like and his expertise and legal guidance will be missed.

Jim Sambrooks, has stepped down after several years as Managing Director and Ken Hulks has taken on this role. Jim remains as a Director. Thanks Jim for all your hard work! Ken will be pleased to hear from, and guide, anyone who is able to help, or help further, the museum, either physically or in some other capacity - the museum needs all kinds of expertise to help it run. If you can see a problem, or have a suggestion, let Ken, or one of the other Directors, know.

There is no doubt that in 1997 the 1201 incident and inquiry cast a shadow over what was promising to be a good year. We must now put all that behind us, learn, let bygones be bygones, and look to the future, for there is a lot to do.

In 1997 the museum's standing and reputation amongst the enthusiast fraternity took a severe knocking (partly due to the 1201 incident and partly due to other actions) from which we must recover: there is much bridge-building to do and we need to have much better dialogue with each other and with other enthusiast organisations to let everyone understand what we are doing and why, and to gain from the experiences of others (and let them gain from our experiences).

A long-overdue task, brought to the fore by the inquiry, is to assemble written procedures for the testing and operation of all vehicles and for the general operation of the museum. I have undertaken to co-ordinate this task (it has already started), and because of the magnitude and scope of this work, procedures will be introduced, following consultation with relevant personnel, in stages. I do not want to burden everyone with onerous requirements - we are all volunteers after all - but the museum has to be run along professional lines and so it is necessary for "do's" and "don'ts" to be clear cut and for anything that pertains to health and safety, and to our service, primarily to visitors, but also to members and vehicle owners, and like matters, to be correctly addressed.

There are also a lot of unfinished projects that must be completed (e.g. the interior of the "Axholme Stores" and renovating the depot doors), and further projects to tackle (e.g. secure storage facilities and traction pole replacement/ re-painting), not to mention ongoing maintenance and many further development projects. These all need willing volunteers in volume and careful management.

As the New Year begins, my thanks to all of you who support the museum in so many ways, both seen and unseen: what you do is enormously appreciated by the Board and by fellow members and enthusiasts. I believe that we have a wonderful band of helpers at the museum, and that the museum has tremendous potential. After the turmoil of the past few months, the museum needs a period of stability and further visible progress. **My plea to everyone is to all pull together - and in the same direction.** If you have a grievance, please contact me.

Happy New Year!

Francis R. Whitehead

"Wires and Tyres," a new trolleybus video.



As editor I occasionally get some unusual requests from both members and the general public alike, so when my phone rang, the caller advising me that he had just completed a new trolleybus video and offering me an invitation to view the finished product duty called.

I have seen many poor quality videos, covering many aspects of the preserved transport scene over the years, so it was with some trepidation that I embarked upon the 20 mile journey to the producer's home. I looked at the well produced cover sheet for the video case illustrated with scenes from the film and then settled down into a comfortable arm chair with a cup of coffee ready for my private screening. My pre-conceived notions were however about to be shattered, within seconds I was perched on the edge of my chair as opening scenes showing an orgy of trolleybus system destruction unfolded before my eyes. The scene changes to latter day Bradford operation interspersed with historical footage and also has stills covering the opening of the Leeds and Bradford (sorry Peter) Bradford and Leeds systems in 1911. "Wires and Tyres" has the fascinating feature of previously unseen interviews with people involved with the Bradford's trolleybuses from 1911 until closure and footage of Bradford 799 leaving the depot en route to Sandtoft for restoration to its original form as St Helens 387. The film is of 1st class quality throughout having been originally shot mostly on 16mm film. Although "Wires and Tyres" concentrates on the Bradford system and it's people, it also includes scenes from thirteen other trolleybus systems. The film closes with footage of Britain's final service trolleybus ride on Bradford 8x3 and the closure ceremony including the final day with the enthusiast trips on the system.

"Wheels and Tyres" is now available from the Trolleyshop on open days and is realistically priced at only £13.00, or may be obtained by post from Chris Proctor at the museum address for £14.50 including postage and packing. Mail order cheques should be made payable to Sandtoft Transport Centre Limited.

SITE MAINTENANCE

Special thanks to all members who have contributed to keeping the museum presentable for the 1997 operating season, particularly whilst the construction work was going on to and around the "Axholme Stores" building. The area between the "Axholme Stores", the main feeder box and the new pathway have been transformed, with new grass and a conifer hedge.

As with previous years, in 1998 site maintenance will be of utmost importance - we were complimented on numerous occasions last year on how good the museum looked, and we know that visitors are influenced by their first impressions of the places they visit. The list of jobs that have to be done to keep the grounds and buildings presentable is endless. If you can lend a hand at any time, get in contact with Ken Hulks or Bob Ashton - they will be delighted to see you and they will set you to work before you know what is happening!

Meanwhile, if you are tidying up or clearing an area, please do not ignorantly just dump (as happened recently) what appears to you to be clutter **ASK SOMEONE IN AUTHORITY FIRST**, because it may prove to be something that someone is storing for a particular project. We are very short of storage space, and we apologise if items are stored in locations that may not be ideal. If there is a particular problem, please let Ken Hulks or Bob Ashton know.

FOR SALE

1954 Bedford S type 4x2 ex-AFS vehicle
Genuine 7,000+ miles
Registration number NYV 644

The South Yorkshire Branch of the British Red Cross Society are looking to dispose of this vehicle to an enthusiast. It has a full service history and is in red Cross livery, having been used as a mobile control unit. It has been garaged and serviced until the last twelve months.

Any member interested in acquiring this vehicle should contact Joan Jackson, the Community Services Manager, at Branch Headquarters, Red Cross House, 53, Clarkegrove Road, Sheffield, S10 2NH. Telephone 0114 266 0656.

MUSEUM FUTURE DEVELOPMENT POLICY:

There is still time to send in your completed questionnaires and comments on possible future developments at the museum. Please return questionnaires to Francis Whitehead as soon as possible, and if you have lost your copy, ask for a replacement.

THE DEPOT POINTS SYSTEM:

The points system for depot space allocation seems to be the cause of a certain amount of disquiet and discontent. It is not, however, set in stone. Now that you have seen (in the last edition of *Sandtoft Scene*) how it has worked in recent years, would you like to see it changed - and how? Whilst the Board are not looking for work, they do recognise that depot space allocation requires some very difficult decisions to be made at times, so a modified points system that eases the decision-making and reduces criticism would be welcomed. Constructive comments please to Francis Whitehead.

HEALTH AND SAFETY

As from the 1st January 1998 it has been agreed by the Board, that the members signing in book is to be re-introduced and is now a requirement of the Sandtoft Transport Centre Ltd., if you wish to enter the museum site. There are two books, one for STC Members and one for visitors, contractors and STC members whilst working as contractors. These books are now located in the Tourist Information Office (ex-Sheffield Trambody 442). We also have badges that must be used by visitors on non-open days. The trambody has been fitted with a light sensor so that the interior lights will automatically switch on as you approach during the hours of darkness and will stay on for approximately 4 minutes.

A full list of requirements are printed in the front of each of the signing "in" and "out" books which are now in place. If you require any further information about the new procedures please contact Ken Hulks Tel:- 01302 364330.

The Rose Archway next to the trolley shop has had to be removed for safety reasons. Whilst no specific complaints were made during the 1997 season, several visitors were seen to have caught themselves on the thorns. The supporting structure was also in danger of collapsing and was too narrow for a proper access to the play area. The roses were planted to commemorate Les Flint's and Dennis Tate's contribution to Sandtoft. New rose bushes will be planted during the 1998 season to replace them.

STREET LIGHTING

Members visiting the museum during the hours of darkness will find the site a much brighter place, as all but one of the street lamps are now working. There was a set back when electrical fittings worth £300 were found to be missing from Steve Harrison's Electrical Store. The missing items included eight fuse units to fit inside the street lamps, a light sensor and a relay unit, plus other items belonging to Steve. The commissioning of these lights will certainly please the night security patrol.

WINTER WEATHER

A severe frost at the beginning of December tested the museum's plumbing. The Lecture Theatre suffered a burst pipe, but fortunately the water was turned off. The Box Wagon was less fortunate: a pipe below the sink burst resulting in the Box Wagon being flooded out.

At this time of year, can we please remind members to turn off the water supply in all buildings they use before they leave. If you find any problems with leaking pipes, for **EMERGENCY REPAIRS**, please immediately telephone 01427 872464. Similarly, if you find a problem with the electricity supplies, please let Steve Harrison know, or in an emergency, phone Mel Knight (01302 832261 or mobile 0831 192341). If you have to call out anyone for repairs, please let Ken Hulks know (01302 364330) and also please make a note of your actions in the "remarks" column of the member's signing-in book.

The gales on Christmas Eve did little actual damage, but several of the metal doors took a battering and will need attention. More strong winds were forecast for New Year and some days beyond, so a close watch on the buildings and the buses stored outside is needed.

MINIATURE RAILWAY

The Engine Shed building manual has recently been brought up to date with the latest information regarding the connection of the new electricity supply to the Engine Shed and the street lighting supply from the feeder box next to the building which was connected by an electrician from Doncaster in November. Several test trains have operated since the Yorkshire Day event to keep a check on the track which has to receive attention during the winter months and during the operating season. Train services are being reviewed for the 1998 season. In view that the preparation of the locomotives often has to start at 7am on an operating day, it has been recommended that electric trains are to operate from 11am to 5pm with steam taking over between 12noon to 4pm on the major open days. The railway is not being advertised as operating on Sunday's 5th, 12th July and Sundays 2nd, 9th August.

PUBLICITY

We have now been booked into two "Leaflet Swaps" in March 1998 run by the local Tourist Boards. If the contributing societies would like to supply a batch of about 200 leaflets each, we can arrange for them to go alongside the STC publicity material.

LECTURE THEATRE and AXHOLME STORES

All work to convert the Lecture Theatre to the "Ritz" has been halted since mid November. It was originally planned to have this work well underway by now. However it is hoped to have the former Lecture Theatre back in use by WhitSun. Similarly all major work has ceased in the Axholme Stores including the new Trolleyshop, all displays in the shop windows except the Dorothy's have been dismantled for the winter months.

DOES THIS AFFECT YOU ????

Further to last *Sandtoft Scene's* item, Francis Whitehead has been advised by DVLA that the first stage of Statutory Off-Road Notification (SORN) Introduced in March 1997, made it a legal requirement for both the disposer and the acquirer of a vehicle to notify DVLA when a vehicle changes hands.

The second stage of SORN takes effect from 31 January 1998 and affects vehicles that are taxed up to, or beyond, 31 January 1998, or which are taxed subsequent to 31 January 1998. It becomes a legal requirement for keepers of such vehicles, when the vehicle's road tax expires and is not renewed, to provide a SORN declaration which advises DVLA that the vehicle is neither used nor kept on a public road and is therefore not liable to vehicle excise duty. In the majority of cases, this declaration will be made on the tax renewal reminder form (V11) issued by DVLA. Where a road tax disc is surrendered for a refund and the vehicle is being "laid up" or otherwise retained, the SORN declaration can be made with the refund application on V14 or V33. V890 can also be used.

Francis has been advised verbally by DVLA that it is not the intention to eventually include all vehicles in the SORN scheme and DVLA verbally confirmed that there will always be a residual number of vehicles that do not get included: obviously, after 31 January 1998, once a vehicle has been taxed for use on the public road, it will fall within the scheme, but vehicles such as many of our museum trolleybuses, tower wagons etc., that do not require a tax disc as they never go on the public highway fall outside the SORN scheme, and their keepers need take no action.

Finally, For an Idle Moment ... (or Two) ...

How many English trolleybus town and city names can you find hidden in this block?
(Hint: they all appear in straight lines) Solution next time, folks. Happy New Year!!

W	D	C	Y	X	R	A	M	S	B	O	T	T	O	M
O	L	R	E	E	T	S	A	C	N	O	D	I	M	A
L	E	E	E	D	I	S	S	E	E	T	A	B	H	
V	I	E	P	I	T	N	H	U	L	L	H	O	L	G
E	F	T	O	T	F	S	O	E	J	R	U	N	O	N
R	R	H	R	T	S	E	E	D	E	R	E	O	O	I
H	E	O	T	O	W	D	R	H	N	S	J	T	P	T
A	T	R	S	P	S	Z	T	E	C	O	G	H	E	T
M	S	P	M	K	T	O	M	G	D	N	L	S	L	O
P	E	E	O	C	R	O	W	X	I	D	A	A	T	N
T	H	S	U	O	U	W	G	L	O	B	U	M	R	E
O	C	T	T	T	B	I	R	M	I	N	G	H	A	M
N	R	E	H	S	H	A	S	T	I	N	G	S	H	I
K	O	M	A	I	D	S	T	O	N	E	Y	O	R	K
B	R	A	D	F	O	R	D	N	E	H	T	U	O	S