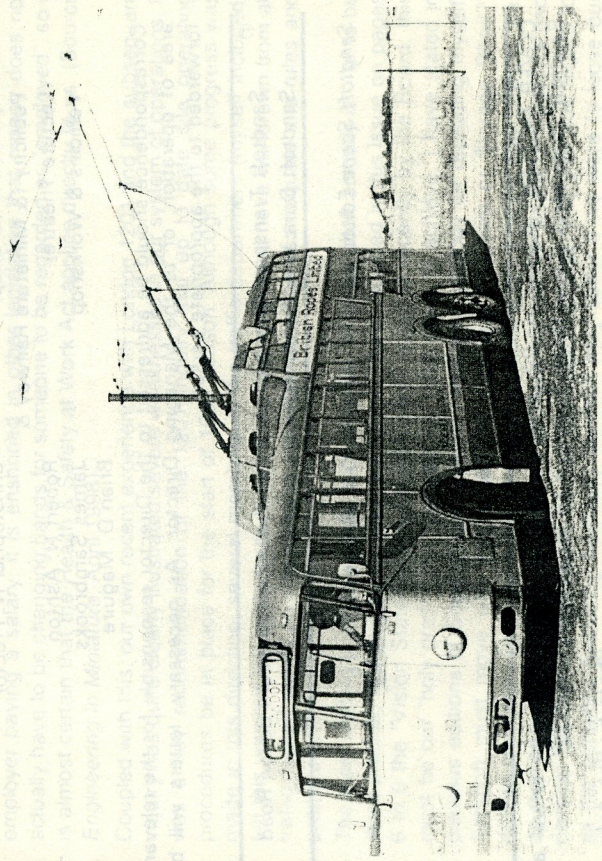


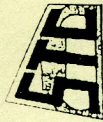
# SANDTOFT SCENE

ISSUE No.40

SPRING 1998



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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Secretary (& Membership)  
Managing Director (& Safety,  
Infrastructure & Maintenance)  
Financial Director  
Operations (& Shop)  
Publicity (& Miniature Railway &  
Lecture Theatre)  
Vehicles & Workshop

Francis R. Whitehead  
Robert P. Shepherdson

Kenneth Hulks  
Alan J. Piatt  
Christopher N. Proctor

Robert N. Ashton  
James Sambrooks  
Brian D. Maguire

Correspondence should be addressed to the Director responsible for the relevant area of operation, or to the Managing Director. As necessary, letters will be forwarded to the appropriate person.

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## Sandtoft Scene Editor:

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COVER PICTURE: Aachen no.22, seen in early days soon after its arrival at Sandtoft. (how bleak it was then!) See page 13 for a report on no.22.

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 or policies of Sandtoft Transport Centre Limited, its Directors or its members.

Sandtoft Scene

## EDITORIAL

As the 1998 operating season gets into full swing we can be content that it can't happen to us, - or can we? Let's face it, our hobby is too small for the attention of the Health & Safety Executive, - isn't it? After all, we are amateurs so we are not governed by the Health and Safety Legislation, - are we? And we have done it this way for the last 25 years, - so what's the problem?

Take heed from the recent experience of the National Railway Museum. In May 1997, a coach on a miniature railway was de-railed when being driven at excessive speed by an inexperienced driver; several passengers were injured, including a young girl who suffered head injuries. The trustees were fined £10,000 and ordered to pay costs of £2,221 for "Failing to ensure, so far as was reasonably practicable, that persons not employed by the museum (namely the passengers) were not exposed to risks to their health and safety whilst riding on the miniature railway". The trustees have subsequently appealed against the sentence, - we await the outcome. The key passage here is that Section 3(1) of The Health & Safety at Work Act states: "It shall be the duty of every employer to conduct his undertaking in a way as to ensure, so far as is reasonably practicable, that persons not in his employment who may be affected thereby are not exposed to risks to their health and safety". I appreciate the legislation does state "employer", but do not assume that this only refers to a commercial employer paying a salary: it is enshrined in other legislation that money does not actually have to be changing hands for someone to be regarded as "employed", so it is almost certain that the Health & Safety at Work Act applies directly to us. (Source *Engineering In Miniature*, April 1998).

Coupled with this, our own recent experience with London 1201 and the subsequent inquiry has quite clearly illustrated severe weaknesses in our system of operations. It was a key recommendation of the 1201 inquiry that up to date site operating procedures be in place for the start of 1998 season. Although some progress was made in this direction, several members of the traffic department (myself included) felt this was not adequate for public opening and as a result have withdrawn from all traffic related duties on site pending the implementation of adequate site rules and procedures.

The main starting point to our rule book must be "what Sandtoft actually is" - or to be more precise, what we are to be in the future. I have included in this issue on pages 6 to 9 the "Vision Statement" for the Museum adopted recently by the Board; this must be our "holy grail" - the standard we must strive to achieve. I have stated in previous editions of *Sandtoft Scene*, and I make no apology for repeating myself. Sandtoft must move with the times. The continual "Museum or Storage Shed?" debate must end. This Vision Statement is our starting point on the way forward: we, as members, must make the decision to stand behind our Board of Directors and develop Sandtoft as a museum and an educational charity, and give due regard to all the penalties (including financial) Sandtoft may suffer if we were to loose our status. Fellow members, the decision rests firmly on our shoulders: we must make the right decision - and soon. Get it wrong, or too late even, and others may start to make the decisions for us, and our precious vehicles may suffer as a result.

Dave Shepherd

On behalf of the Board, Francis Whitehead comments: "Dave is quite right, Sandtoft has to move with the times, particularly as far as safety is concerned. I must, however, clarify one or two of the facts that Dave is stating

I am advised that we actually need to address various pieces of legislation in preparing our "rule book" - we will be calling it our "Company Manual". It can be argued that the Health and Safety at Work Act 1974 and its related Regulations do not apply to Sandtoft, as our activities do not constitute "Work". Whether or not that is the case, we would be stupid to not address the requirements of that Act as above anything else, we have a duty of care to all our visitors (and the Board makes no distinction between "Members" and "The Public" in this respect) and many of the requirements of that Act make good sense as applied to Sandtoft's activities. The 1201 inquiry recommendation referred to above actually states "A set of written procedures for the testing and operation of trolleybuses should be in place before the commencement of the 1998 operating season ..." It was. The Board, in acting on the recommendation, went further and agreed to introduce written operating and safety procedures for the whole of the Museum's operations, but in stages due to the sheer size of the task - a progress report on Safety appears elsewhere in this issue. Dave has stated his point of view: you may or may not agree with his and his colleagues' action; the Board believes it is tackling Safety in a structured and responsible way and it welcomes all constructive comments on the subject.

Finally, I welcome the adoption of the Vision Statement: it is not a gimmick, but a useful tool with which to shape Sandtoft's future. Thank you, Dave, for your comments - may we all work together for the wellbeing of Sandtoft!!

#### APPOINTMENT OF AN ORDINARY DIRECTOR

The postal ballot to select a candidate for co-option onto the board resulted in 118 ballot papers being returned. Because of the short period of time between the ballot papers being distributed to members and being due back (various problems beset the Sandtoft Scene publication processes and the preparation of the ballot papers themselves that culminated in well over a week of delay to what was always going to be a tight schedule) it was agreed that all ballot papers returned by the time of the count would be opened and considered. The following votes were cast:

Martin Harvey 31  
Brian Maguire 45  
Andrew Ross 9  
Dave Shepherd 33

and consequently, Brian Maguire was co-opted to the board of directors on 25 April; under the Company's Articles of Association, a co-opted appointment is only for the period to the next General meeting, so Brian will serve until the AGM in November, when he will retire and be eligible for nomination and election in the usual manner.

The board thanks Bob Rowe and Tony Peart for their assistance in undertaking the count.

#### HEALTH AND SAFETY

Steady progress is being made in compiling procedures for the safe and efficient operation of the Museum. As a start, some provisional procedures relating to the operation of trolleybuses were introduced prior to the Easter Trolleydays. Additionally, at the board meeting on 25 April, the directors appointed Ken Huiks, as Managing Director, to take responsibility for safety at the Museum. The board also adopted a new Health and Safety Policy Statement. The attention of all members is drawn to this Policy Statement which is reproduced on the facing page, and to the Notice to Members at the end of this item.

It is the intention that the procedures being produced will ultimately be incorporated into a Company Manual covering all aspects of the Company's operations. It is a

monumental task that cannot happen overnight. Procedures are being written and introduced in stages: the concept being followed is:

**Say what you do** - Write it down.

Assess what is written for safe practice, compliance with any legal or Company requirements, practicality and compatibility with other procedures and amend accordingly

**Do what you say** - Follow the procedures

It is worth noting that the assessment stage will include such consultation as is necessary with relevant personnel, as we obviously need to "get it right". Time was such that those provisional procedures introduced for Easter did not go out for consultation, and from the various observations made on them, certain amendments will be made.

#### **HEALTH AND SAFETY POLICY STATEMENT**

The Board of Directors of Sandtoft Transport Centre Limited considers the health and safety of workers at its museum premises, the safety of visitors to its museum premises and the safety of Company and museum activities to be of paramount importance.

The policy of Sandtoft Transport Centre Limited is to take all reasonably practicable steps to protect the health and safety of personnel working at the museum and to conduct its activities in such a way as to ensure the safety of visitors to the museum and other persons who may also be affected by the Company's operations.

It is a legal duty for, and Sandtoft Transport Centre Limited requires, all its members and other personnel, including contractors, working at the museum and/or on behalf of, or for, the Company and the museum to work safely and to work with consideration for the safety of others and their property. Such personnel are also required to co-operate with the directors and with each other to ensure that any duty or requirement for health and safety that may be imposed on the Company by the Health and Safety at Work etc. Act 1974, the Management of Health and Safety at Work Regulations, 1992, the Transport and Works Act, 1992 and any other Regulations and legislation, is performed or complied with.

All personnel are expected to act responsibly at all times whilst working at the museum and/or on behalf of, or for, the Company and the museum and, by law, to not intentionally or recklessly interfere with, or misuse (this includes failing or refusing to use) anything connected with or provided in the interests of health, safety or welfare.

The Managing Director has the overall responsibility for implementing and monitoring this policy and for ensuring it is regularly reviewed. Persons who breach the requirements of this policy will render themselves liable to disciplinary procedures and/or expulsion at the discretion of the Board of Directors.

Kenneth Huiks

Managing Director

25 April 1998

Whilst Ken Huiks has the responsibility for safety, Francis Whitehead is coordinating the writing of the procedures and the Company Manual. Everyone who has carried out any duty or task at Sandtoft is urged to write down in detail what they

have done and send it to Ken or Francis.

Meanwhile, on the ground a number of safety precautions were taken prior to the Easter opening to exclude the public from "work areas" and other potentially dangerous areas. Most of these consisted of temporary fencing and notices; as time goes on, many of these precautions will be reviewed and more permanent arrangements made to make the Museum a safer place for everyone. One particular concern is how to make areas safe and secure to 21st century standards at the same time as presenting the "museum at work" image and the 1950's image on a very difficult site where the public and our exhibits mix. Museum workers and Members are requested to help maintain, particularly on open days, any safety precautions if they are seen to be in disrepair.

#### NOTICE TO MEMBERS

Until further notice, certain provisional operating procedures are in place and must be observed.

These mostly affect the operation of trolley vehicles. Should there be a conflict of instructions, or other problems arise, the Operations Director and/ or the Managing Director should be contacted for advice and if appropriate, a decision.

These are provisional procedures and are not finalised so may be subject to amendment at a later date. It is intended that these procedures will be incorporated into a more comprehensive Company Manual as time goes on. If any Member has any comments to make, or wishes to be consulted, or believes he / she is able to contribute to the compilation of the Company Manual or procedures before adoption, please contact me.

Francis Whitehead  
CHAIRMAN  
10 April 1998.

#### VISION STATEMENT

Way back, early last summer, a suggestion was made that the Museum should have a "Mission" or "Vision" Statement to enable everyone to focus upon what the Company and the Museum is all about. The idea was accepted in principle by the board in June, and at the board meeting on 25 April this year, a Vision Statement was adopted.

The Vision Statement summarises the Museum's *raison d'être* (it was set up in 1969, but envisaged in one form or another since the early 1960's, to be a Working Trolleybus Museum) and the Company's main objects (detailed in its Articles of Association) in one sentence:

**To be nationally acknowledged as the Museum of the Trolleybus and to entertain, educate and give excellent value and service to our visitors.**

This Vision Statement portrays exactly why Sandtoft exists and how Sandtoft should be run. All considerations, decisions, directives processes and actions of the Directors and the Members must be focused to meet this end.

How the Vision Statement is built up, and interpreted are all important - i.e.

#### TO BE NATIONALLY ACKNOWLEDGED

It is not up to us to say we are - it is up to our visitors to tell us we are (that is not to say we cannot drop a subtle hint from time to time to help a little!)

#### AS THE MUSEUM OF THE TROLLEYBUS

As Crich is to the Tram, so we must be to the Trolleybus

#### AND TO ENTERTAIN

Give enjoyment to all - Members and visitors alike

#### EDUCATE

Explain the history of Trolleybus era: this will include other forms of transport - particularly motor-buses of the same era and the buses that replaced the Trolleybus - and so through the spectrum up to, and including, the return of the Trolleybus!

#### AND GIVE EXCELLENT VALUE

The visitor will want to recommend to others a visit to Sandtoft

#### AND SERVICE

We want to have no complaints about Sandtoft - only good comment and publicity

#### TO OUR VISITORS

All visitors - Members, bus enthusiasts and others who accompany them or visit of their own accord

as is the route to achieve the Vision - i.e.

#### VEHICLES

To have at various stages of preservation and restoration a variety and interesting mix of Trolleybuses, with a supporting collection of related vehicles which should principally, but not exclusively, be motor-buses

#### PREMISES

To expand, maintain and develop within the budgets available, in so doing, providing the atmosphere of the Trolleybus era, taking into account our neighbours' wishes and being environmentally friendly

#### EDUCATION

To use every resource available to us to improve the public's understanding of the technical and social history of the Trolleybus era and the values of the omnibus as a means of efficient public transport

#### ENTERTAINMENT

To ensure our visitors get excellent value for money by providing opportunities for relaxation

#### FINANCE

Income to be maximised and materials, services, equipment and facilities to be purchased and controlled to ensure constant improvements are made to the benefit of Sandtoft Transport Centre Limited

#### PUBLICITY

All forms of publicity should be used, but in the most economical and far-reaching way

**ORGANISATION** Clear and unambiguous statements will be available to ensure all Members understand the Company's requirements

**PEOPLE** People are our most valuable commodity: at all times their wishes and commitment will be taken into account to provide a balanced and fair environment appertaining to the basically voluntary nature of the hobby they pursue

It may seem to some to be overkill, but the ways of achieving each of the above can (and will as required) be analysed and explored further: the analysis and exploration should be carefully argued through and the results should be subject to constant review as they are an interpretation or assessment to enable, using action plans that can be developed from them, the realisation of the Vision.

For example:

**PEOPLE:**

People are our most valuable commodity: at all times their wishes and commitment will be taken into account to provide a balanced and fair environment appertaining to the basically voluntary nature of the hobby they pursue

1. Involve all Members in the way forward for the Company and the Museum
2. At all times canvass all Members for suggestions and ideas on all subjects
3. Make the best possible use of every Member and provide training whenever appropriate
4. Look at ways of improving team spirit at the Museum

5. Continually review ways of encouraging people to become involved with the operation of the Museum and the Company, including encouraging them to help with restoring vehicles and with improving and maintaining the Museum premises

6. Look for ways to encourage people to become Members of the Company and for new Members to become involved in the many activities available to them
7. Prevent or discourage small groups of individuals from targeting, bullying or harassing other Members
8. Look at ways of providing Members-only activities

Taking one, or more of these eight (suggested) points at a time, you, yourself, can build up your own action plan to tackle the points chosen. Try it and let us all see what you can come up with. The board will be pleased to consider and discuss with you any action plan for adoption.

An action plan should identify:

- The "key" person/ people who would be responsible for/ see through the action e.g. the relevant director and manager under whose jurisdiction the action would fall, the "project leader" for the action, any other people necessary for the action to take place etc.
- Summary/ indication of action that should be taken - i.e. a few explanatory words
- Summary of the effect of the action when it is implemented - e.g. teamwork, pride in achievements etc. - a few words

- Brief details of further opportunities as a result of the initial action - e.g. staff training opportunities, additional museum attractions/ visitor interest etc.
- Details of how the action could/ should be implemented and achieved - a detailed paragraph or series of detailed paragraphs
- Details of requirements to enable the action as proposed to take place - e.g. resources, budget, personnel, training required etc.
- Timing of the action - e.g. is it to be a "one off", a "once and for all", a regular or annual action, and when, etc.?

From now on, the directors will be taking into consideration the content and substance of the Vision Statement in the decisions they make, although it must be said that in some respects it may take a little time for the impact of having a Vision Statement to take effect and be seen. The Company and the Museum are yours, and as Members, you are all encouraged to participate and to make the Museum the success it deserves to be. A lot of people already put much time, money and effort into Sandtoft, but more such people are needed. The directors are committed to the well-being of the Company and the Museum and hope that setting a Vision in front of you will inspire enthusiasm, confidence and trust in the Museum.

### SANDTOFT SCENE

At the board meeting on 25 April, it was agreed that every effort would be made to ensure a more regular appearance of Sandtoft Scene. For all sorts of reasons, publication has been rather erratic of late, so the resolve is to have four issues per year, (of whatever number of pages that can be filled). The journal is for your information and interest: all contributions for possible publication are welcome, but please let the Editor have them at least four weeks (and preferably more) before the scheduled "latest posting" dates. For the next few issues the relevant dates are:

Contributions to Editor by "Latest posting" date

Summer 1998	6 June 1998	★	5 July 1998
Autumn 1998	5 September		3 October 1998
Winter 1998/9	5 December 1998		10 January 1999
Spring 1999	7 March 1999		4 April 1999

- ★ As there is not much time left, please hurry with your submissions!!

### VACANCIES

Andy Thornton has decided to step down as Traffic Manager to pursue other interests: Andy has done a magnificent job over the years and thanks are due to him for his efforts. Bob Ashton also wishes to be relieved of his duties in the day-to-day running of Sandtoft's publicity machine - a job that he has carried out with meticulous efficiency and professionalism. Both jobs require considerable commitment, but in their own ways are very rewarding. Sandtoft need your help with these essential tasks.

The Traffic Manager's job needs someone who can communicate with "staff" and who can get to the Museum regularly for "Open Days" (but not necessarily every one). Contact Chris Proctor (Operations Director) for more details.

Publicity needs someone with ready access to a telephone (we can provide a facsimile machine), to work within a set budget, who ideally - but not necessarily, is relatively local to the Museum. Contact Bob Ashton for more details.

### STAFFING FOR TROLLEYDAYS

Chris Proctor (Operations Director) would like to hear from you if you can help at the Museum with various jobs on Trolleydays and other event days. Event days cannot

operate (and the Museum cannot attract income) without a number of volunteers, so help is vital and the more helpers, the easier it is for all concerned.

All the 1998 Events are listed on the back cover: if you can make an effort and attend at least one of these to help (including, if possible, before and after the gates are open), let Chris know. A roster can then be devised.

#### YOUR MUSEUM NEEDS YOU!

### TROLLEYBUS DRIVERS & CONDUCTORS

At the board meeting on 25 April, it was agreed that the minimum age for trolleybus drivers at Sandtoft should be 21 years, although holders aged 18 years or over of a full PCV driving licence will be eligible to also gain a trolleybus driving permit. The minimum age for trolleybus conductors is now 16 years. For both jobs, candidates also, of course, have to be considered suitable.

Further consideration is to be given to the minimum age for Sandtoft motorbus conductors and also to the introduction of a trolleybus "guard" position for "not in service" trolleybuses being driven under power. If anyone has any comments, opinions or suggestions on these topics, please let our Secretary, Rob Shepherdson, know.

### MUSEUM REPORT (from Bob Ashton)

#### From The Lecture Theatre:

First of all a sincere apology to our editor for the delay in sending in my report. This is due to the work involved in getting the Lecture Theatre operational two months ahead of schedule and the conversion of the SMR railway shed display area to take some of the trolleybus exhibits from the Lecture Theatre.

The Lecture Theatre can now be called the "Ritz" Lecture Theatre with the new decor and displays of slide and film projectors. The redecoration took about six

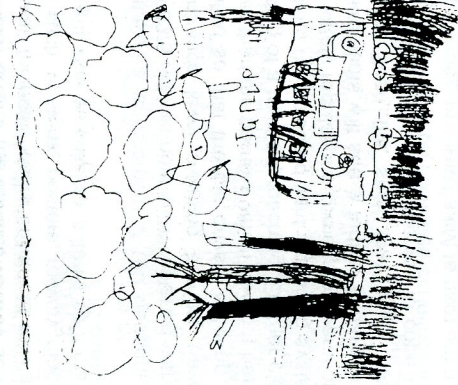


School visit inside the Ritz (photo: Bob Ashton)

weeks continuous work enabling it to be ready for a schools visit on the 11 February. The school from Edenthorpe Hall in Doncaster had unsuccessfully tried to book a visit to Transperience for their topic "Study of The Wheel". We put together a slide show illustrating the wheel, with the many different types of transport that uses the wheel as well as industry and

the home. A display of exhibits was placed on the new small stage area including examples of household items that contain wheels. The group of about 60 children aged 5-7 years of age had a ride on the miniature railway and were taken out on a tour of the Isle of Axholme using the Eastbourne AEC motorbus. Although it was not possible to operate a trolleybus, Huddersfield 631 was towed out under the wires for the children to try the always popular task of putting the trolley booms on the overhead. For the last hour or so the children then set about drawing a bus or a train etc. with a competition for the best

drawing representing the wheel as seen at the Museum. The visit was thoroughly enjoyed by the children, their teachers and the Museum's members who turned out to make the school's visit to Sandtoft possible.



We would like to put out an appeal for 1940-1970's Cinema/Theatre posters, programmes and film. If anyone has any Super 8mm, Standard 8mm or 16mm film that can be donated to the Museum then please bring it along. We have had some interesting film donated in February of 1960's car rallies, family holidays which show the fashions of the 1960's and transport. The projection equipment and projection facilities have been expanded. We have now included a forward projection screen and an overhead projector and have another fully operational 16mm cine projector.

At a Tourism meeting in Epworth, Ken and Jean Hulks and myself were able to see a presentation given on the latest Multi-Media projection system which was controlled by a lap top computer. This piece of electronic gadgetry which looks very much like a traditional slide projector can also be connected to a video recorder. The sharpness and brightness of the picture is outstanding, but so is the price at anything from £3000 - £8000, so I am sure our Director of Finance will tell us to wait a while longer before choosing one!

#### Janie Tuff's winning drawing

### The Gardens

The gardening team have continued to work hard throughout the winter months. The mild winter saw them having dust off the cobwebs from the lawn mowers in mid February, by Easter most of the main grass areas had received three cuts. Fortunately the Museum has taken delivery of a diesel tractor mower which has made the task of cutting the main car park and behind the Trolleyshed much easier. In mid February the daffodils were in full bloom as were many other flowers. The spring bird chorus has been very tuneful this year. A family of blue tits have taken up residence in a new nest box near to the railway shed (can we appeal for members to donate a nesting box, but they must be the type as available from the RSPB or the RSPCA from where we obtained the present one). Other birds build their own nests. Often in very unusual places at the Museum. In the past blackbirds have brought up families in nests on bus wheel arches etc. However this year family of young thrushes are presently being brought up in a nest built on a road sign opposite the outside vehicle storage area. There are many other types of birds in residence around the Museum site, including the swallows which have once again returned to the depot area (never good news for the owners of buses parked beneath their nests!). This year the swallows returned on 9 April, a week earlier than last year.

### Miniature Railway

Most of this winter's work has involved the construction of a permanent display area in the railway shed at Haxey Halt. The shed has now been divided into half with the carriage storage area also serving as a display area. Some of the display panels and the trolleybus overhead display have now been transferred from the lecture theatre to this new display area. This is only a temporary measure until the Axholme Stores

is able to take over the trolleybus exhibits; then the railway shed display area can then be used for the displaying of railway exhibits of both standard and narrow gauge. We have prepared ready for display one of the full size railway semaphore signal arms which had been rusting away for many years in the old railway shed. Further railway relics are to be sought such as signs, posters, railway maps, hand lamps etc. However they are much sought after as collector's items so it may be an uphill struggle to obtain them.

Routine track maintenance in March entailed a replacement of 160 sleepers and six lengths of rail. The last of the original 1983/5 rail has now been replaced with the rail purchased in 1995. The car park entrance level crossing barriers have been removed and new warning lights installed so that the car drivers entering the car park will be controlled by the lights rather than the barriers which had not been used for some time, this will give a clear warning of a train approaching. Further electronic components have been obtained to extend the coloured light signalling system, this will be required for 1999 when the new safety regulations come into operation for all miniature railways. The new 1999 requirements will see a further expansion of the railway's written operational procedures. Soon the shelf that holds the many manuals and files that are presently used will need strengthening to cope with the weight of all of the extra paper work!

The first train of 1998 operated on New Year's Day carrying members, who this year did not have to battle their way through snow as they did last year. The school visit in February saw the two electric locomotives hauling the first "paying passenger" trains of the year. The resident steam engine was still being serviced and as such could not be used, but it was brought out and displayed for the children to see. Many shovel fulls of coal finished up on the track because the fire grate was not in place and the children had a go at putting coal into the fire-box! (It was interesting to discover how many children have not seen or handled coal before!) Due to the demand being put on the steam engine, the steaming and the maintenance requirements, its use is being restricted this year. On most open days steam hauled trains will commence at 12 noon until 4 p.m. On some of the "Trolleybus Only" days in July and August the railway will not be operating and on others only electric locomotives will be used. Details of the railway's operating days in July and August can be found on the 1998 STC/SMR publicity leaflets.

#### **Miniature Railway Stop Press**

*Approximately £100 worth of damage has very recently been sustained by the railway track in a deliberate act of vandalism. Four sections of track have been ripped from the track bed, resulting in damage also to the main alignment supporting struts. The incident has been reported to the local police and the evidence is that this could be attributable to "insiders". The SMR committee is seriously concerned about the incident and although they and their members do not want to move, are considering whether the railway has a future at the Museum site, they having recently been offered an attractive, alternative local site.*

#### **Axholme Stores**

Chris Proctor has been working hard to prepare the shop area, whilst the remaining half still awaits further attention. Lighting and power points have been installed and it is hoped that the first of the showcases could soon have the lighting reinstated for the TV/ radio window display. There is a great deal of work to be undertaken and certainly more help from the members is required. What can be saved on labour costs can be used on materials. If you can offer some assistance then please write and let us know or telephone (01302) 364330.

#### **Trolleybus Overhead**

The Overhead Line Department could do with some more helpers. If you are interested in the overhead, please get in contact with Andy Feather - he can be contacted by writing to the Museum.

#### **VEHICLE NEWS**

##### **Bradford 713**

Further to the information reported in the Autumn 1997 *Sandtoft Scene*, no. 713 left Sandtoft for storage at St. Helens on 17 January 1998.

##### **Bradford 735**

The owner removed no. 735 to storage at Boughton on 7 December 1997.

##### **Yorkshire Traction 1042**

Restoration/ repair work is currently being undertaken away from the Museum.

##### **Rotherham 74**

Restoration work is to commence shortly, the intention being to make no. 74 a runner again: we look forward to that day with much anticipation and enthusiasm! A letter about no. 74 appears on page 15.

##### **Reading 113**

Work continues apace on no. 113, which is currently away from the Museum, it being down the road at Mike Dare's museum in Belton.

##### **Aachen 22**

Due to a change in personal circumstances, Dave Chick has regrettably had to stop sponsoring the upkeep of no. 22. Dave, along with the late Gert Aberson from Holland, organised, back in 1973, the acquisition and shipment to England of no. 22. No. 22 is owned by the British Trolleybus Society but is on "permanent" loan to Sandtoft for legal reasons. Since 1973, Dave Chick has fully funded no. 22 - including depot rent; is there anyone prepared to sponsor some or all of no. 22's rent, or interested in "adopting" no. 22 and looking after its needs? Please write to Francis Whitehead if you can help this significant and unusual museum exhibit that is a popular visitor attraction.

#### **TRACTION POLES**

Volunteers are required to assist in the preparation for, and the erection of replacement traction poles at the Museum. The work will be carried out under professional supervision on a date to be agreed. If you can help with this heavy, but very necessary, work, please contact Ken Hulks (Managing Director) as soon as possible.

Volunteers are also needed to form a series of working parties at Bradford to jack out further traction poles, many of them "C" poles, for the Museum. Anyone able to assist should contact Ken Hulks or Jim Sambrooks.

#### **HOT DRINKS FACILITY**

At the board meeting on 25 April, it was agreed to purchase a hot drinks dispensing machine to be installed in the shop. Thus the facility will be available whenever the Museum is open to the public, and hopefully also at other selected times when museum work is going on. The dispensing machine itself will require very little maintenance - mostly simple cleaning and emptying. The drinks available will all be high quality products whilst prices will, hopefully, be well pitched as follows:

Kenco Medium Roast Coffee	50p	Traditional Tea	45p
Kenco Dark Roast Coffee	60p	Earl Grey Tea	50p
Kenco Decaffeinated Coffee	60p	Suchard Hot Chocolate	60p
Kenco Cappuccino Coffee	60p		

All workers and members are encouraged to patronise this new facility as much as possible to help make this venture a success (and by way of recommendation, the Chairman, being an ardent tea drinker, believes the tea produced from this machine equals, and even surpasses, that made with a tea bag and mug!)

#### 1997 COMPANY ACCOUNTS

Members who attended the Annual General Meeting in November were each supplied with a copy of the Company's accounts for the financial year 1996-7: if any other member would like a copy of these accounts, they should write, enclosing a large SAE, to the Secretary at the Museum address.

#### VIRTUAL VINTAGE VEHICLES ON THE WORLD WIDE WEB

(from Neil Worthington - very much an armchair member of Sandtoft!)

In a bid to increase public awareness of the Museum and particularly of Trolleydays, I have (with Bob Ashton's agreement) posted details of our activities on a website. For those of you who know what this means, it's at <http://freespace.virgin.net/neil.worthington/sandtoft98.htm>. For those of you who don't, it's an electronic version of our usual events diary filed on a computer, somewhere, which can be read by anyone with another computer and access to the Internet. I mention the electronic address of our site to other people with an interest in transport and particularly trolleybuses, usually when the subject comes up on a newsgroup (a kind of computerised notice board or discussion group).

Of course, we are not the only people trying to promote ourselves in this way. A computer search for anything involving the word "trolleybus" turned up several interesting sites in foreign parts, even Quito in Ecuador! The Vancouver system is particularly well covered. If you've got the time (and the money) to stay connected to the Internet for long enough, you can download some very good quality pictures of vehicles in service and route maps. Otherwise you can stick to plain text, which is simpler to transfer in electronic form.

Buses are much more common on the Web. I copied the next lines from a posting to **uk.transport**, a newsgroup which covers most forms of surface transport in Britain (but not railways: there's a separate **uk.railway**):

Why not come with me on a trip to Leeds... This month's featured visit on The UK Bus Site is a trip to Leeds, where you will find an exclusive photograph of one of the new Volvo Olympians with Alexander Royale bodywork which is one of the first buses in the new FirstGroup livery. Other photographs include an Arriva single decker and much more... [www.newstide.com/ukbus](http://www.newstide.com/ukbus) (Note that I've missed out the "http:///" bit in this and subsequent URL's (addresses) to save space.)

A good general site is [amdragon.com/londonbuspage/index.htm](http://amdragon.com/londonbuspage/index.htm) which, fairly obviously, covers the London scene very well. It has a news page-[amdragon.com/londonbuspage/articles/newscippings.htm](http://amdragon.com/londonbuspage/articles/newscippings.htm) - which is usually bang up to date - how quickly did you learn about the collapse of Watford & District Motor Services? Did you even know they'd started up? (they lasted less than 3 weeks during February).

Then there is [www.kentell.demon.co.uk](http://www.kentell.demon.co.uk) with links to several different bus sites (including the Reading Bus Page at [www.aber.ac.uk/irb.html](http://www.aber.ac.uk/irb.html)). Or there are sites run by operators and manufacturers, like [www.wayfarer.co.uk/home.htm](http://www.wayfarer.co.uk/home.htm). One of them most Comprehensive sites is London Transport's own, at [www.londontransport.co.uk/](http://www.londontransport.co.uk/) - this includes links to the London Transport Museum site at [web.soi.city.ac.uk/london/entertainment/museums/l/lt.html](http://web.soi.city.ac.uk/london/entertainment/museums/l/lt.html) and a history of the London Bus ([www.londontransport.co.uk/general/4\\_1\\_3\\_8.html](http://www.londontransport.co.uk/general/4_1_3_8.html)).

Perhaps the most useful feature of LT's site, and many others, is Travel Information. If you want to double-check your train times, try [www.railtrack.co.uk/travel/](http://www.railtrack.co.uk/travel/) for Railtrack information; or

[bahn.hafas.de/bin/db.s97/detect.exe/bin/db.s97/query.exe/e?](mailto:bahn.hafas.de/bin/db.s97/detect.exe/bin/db.s97/query.exe/e?) for Continental trains; or just simply [www.sypte.co.uk/](http://www.sypte.co.uk/) if you want bus, train or tram times in South Yorkshire. Travellers in Norwich can check the running times of local buses. Slightly more useful to us is the North West Trains site [nwt.rail.co.uk/home.htm](http://nwt.rail.co.uk/home.htm) - which gives real time information on trains at any of the stations it serves. Great if you're meeting someone off a train (and you're in the North West).

Finally, the most bizarre sites of all must be the webcam ones - websites with cameras. [trainweb.com/webcams.html](http://trainweb.com/webcams.html) takes you to live pictures from American railroad and urban transit sites, like the famous Tehachapi Loop in central California, where the railway makes a complete circuit and crosses over itself. Every few minutes a new snap shot is transmitted. Of course there may not be a train there, but there is an archive of snaps to check.

What we could do with now is a few pictures of Sandtoft and its vehicles which we can add to the website. If you've got a good colour shot that you'd like the whole world to see, send it to me c/o the Editor, and I will get it scanned and uploaded to the Web. And yes, you will get your photo back again!

#### WORDSEARCH SOLUTION

The solution to last time's wordsearch is :

Ashton	Birmingham	Bournemouth	Bradford
Chesterfield	Cleethorpes	Darlington	Doncaster
Hartlepool	Hastings	Huddersfield	Hull
Leeds	London	Maidstone	Manchester
Nottingham	Portsmouth	Ramsbottom	Rotherham
Southend	Stockport	Teesside	Wolverhampton
York			

#### LETTER TO THE EDITOR

Dear David,

I am pleased to announce that restoration has begun on Rotherham 74, by myself and friends.

This vehicle, like most at Sandtoft, has a long and interesting history. It started life as no.88 in 1942/3, an East Lancs bodied Sunbeam MS2, with vertical boom springs and resistance banks at the rear of the roof. It was re-built as a pattern for the FET batch of vehicles, when normal boom springs were fitted and the resistances moved to the front end of the roof, shrouded by an aluminium upstand.

By the time of its withdrawal in 1956, no.88 had been renumbered twice, first to 73 and then to 74; it was sold to a rifle club at Braithwell where it stood until 1971. It was rescued for preservation in 1972 by Steve Collins and Tom Bowden and moved to Sandtoft, where it has stood, used as a store and shunted from pillar to post around the Museum.

Last week (21 January - Ed) no.74 was moved into the workshop, the chassis has been cleaned and, mainly painted except for the two axles. Dimensions have been taken for all units as nothing is left underneath. Hopefully, replacements can be located and fitted, so that, perhaps, one day, Sandtoft will have an operational single decker - British!!!

Brian Maguire (Address Supplied)





**SANDTOFT TRANSPORT CENTRE LTD.**

# 1998 EVENTS DIARY FOR MEMBERS

## MAY BANK HOLIDAY

NEW  
EVENTS

**Auto Jumble Sale Saturday 23rd  
Model Show Sunday 24th**

## WHIT *Gala* DAY Monday 25th

JUNE 14th Sunday. "FATHER'S DAY"

## LINCOLNSHIRE GALA Sunday 28th June

NEW  
EVENT

## SANDTOFT GATHERING '98

**Sunday 26th July. 10 a.m. to 6 p.m.**

Trolleybus Only Sundays\*

JULY 5th, 12th, 19th Miniature Railway operating  
Tele Info line for  
other Sundays.  
AUGUST 2nd, 9th, 16th, 23rd.

SPECIAL RAILWAY DAYS (including motorbus tours)  
Wednesdays 19th & 26th AUGUST 12noon-4p.m.

## EUROPEAN WEEKEND AUGUST BANK HOLIDAY Sunday & Monday 30th/31st

NEW  
EVENT

SEPTEMBER Sunday 27th

## YORKSHIRE DAY Sunday October 18th

## SANTA SPECIAL

Sunday 20th December 11am-6pm  
NEW  
EVENT

For the latest news of these events or extra events  
please ring the 24hr. Telephone Information Line.

**MUSEUM ADMISSION 11am - 5pm (unless otherwise stated)**  
**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  
**Railway Events 19th & 26th August All classes £2.00** 2 Adults + 4 Children

FREE bus service from Doncaster : \*(Except Trolleybus only days in July/August)  
South Bus Station (stand B2) 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.  
Information leaflets for major events available 2 months prior to the event; these include a full list of attractions and  
Free Doncaster bus service details are available by writing to and enclosing a S.A.E.

Sandtoft Transport Museum, Publicity Department Sandtoft Transport Centre Ltd. Belton Road, Sandtoft,  
Nr Doncaster, South Yorkshire, DN8 5SX.

- ★ TROLLEYBUS RIDES
- ★ MOTORBUS TOURS
- ★ MINIATURE RAILWAY
- ★ SOUVENIR SHOP
- ★ REFRESHMENTS
- ★ SMALL EXHIBITS
- ★ PICNIC AREAS
- ★ SLIDE SHOWS
- ★ CHILDREN'S -  
DRAWING AREA
- ★ TOURIST -  
INFORMATION
- ★ CHILDREN'S  
PLAY AREA
- ★ AXHOLME STORES -  
STREET SCENE
- ★ NEW EVENTS

PLEASE  
COME ALONG  
AND HELP  
TO STAFF  
ANY OF  
THESE EVENTS  
AND  
ATTRACTIONS

**24 Hour Telephone  
Information Line**

**01724 711391**