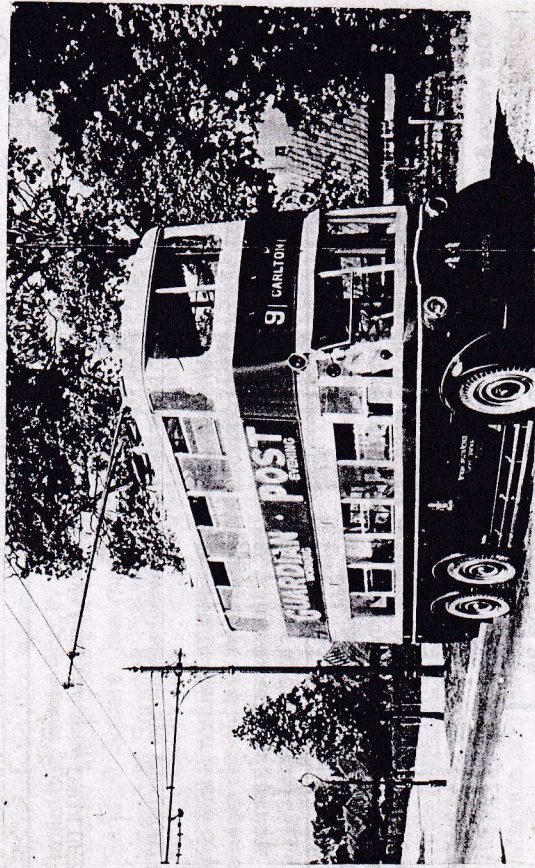


SANDTOFT SCENE

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THE JOURNAL OF
SANDTOFT TRANSPORT CENTRE LIMITED



Sandtoft Transport Centre Limited

A Company Limited by Guarantee

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Registered Charity No. 514382

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- Infrastructure & Maintenance Brian D. Maguire
- Publicity (& Miniature Railway, Ritz Theatre) Robert N. Ashton
- Vehicles (& Workshop) James Sambrooks

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. A SAE for a reply is always appreciated.

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Contributions and comments (for publication or otherwise) are always welcomed by the Editor.

We reserve the right to alter or amend text to suit the style of Sandtoft Scene or the content of a particular edition. The content of individual items and articles 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.

COVER PICTURE:

Nottingham no.44, a 1931 Brush bodied Ransomes Sims and Jefferies D6 from the same batch as no.46, the chassis of which has recently been acquired by the Museum for eventual display in the trolleybus exhibition. No.44 is seen here soon after it was new.

Photo: British Trolleybus Society Library

Our Vision Statement:

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

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.

EDITORIAL:

I was surprised to find that much of my self-appointed millennium project has already been done: many thanks to Graham Lamming who has directed me to a site on the Internet at <http://ourworld.compuserve.com/homepages/dacpc/tbusnet.htm>. This contains a full listing by year of every trolleybus built for British operators including one with an Austrian body built in 1912 for West Ham Corporation. Regrettably this does not include vehicles bought second hand or detail the disposal of any vehicles but gives a total of trolleybuses built for British operators as 6304. Thanks also to Garth Nicholls of Thorne who has supplied me with a full listing of every trolleybus, motorbus and tram owned by Wolverhampton Corporation. Others have passed on leads to sources of information, many thanks to all those who have contributed in any way.

Santa again made his customary appearance, this time on two consecutive Saturdays in December 1999. On the first day he arrived at his grotto in the Axholme Stores on board the magnificently restored Reading no.113 and was kept very busy by the steady flow of visitors. The unthinkable almost happened, because when he had said goodbye to his last little visitors of the day he only had eight presents left in his sack. Regrettably the start to the second Santa day was hampered by the lack of traffic department staff, so much so that when it was time for Santa to arrive, there was not a trolleybus ready and in service for him to travel on. However Santa was spared the problem of avoiding the overhead whilst landing his sleigh in Sandtoft Square, the miniature railway came to his rescue and he duly arrived at Sandtoft Central Station on board a special train hauled by the steam locomotive, *Remus*. Visitor numbers were not as heavy on the second day, so Santa was able to take a break from his grotto, successfully evade the Traffic Manager and delight visitors by taking them for a ride around the Museum on board the Electroline. (By the way did anyone this year check if he has a valid trolleybus driving permit? I do wonder, especially as he avoided the Traffic Manager. He kept shouting "Yo Rudolph" before he set off, so I suspect he is not very familiar with buses).

Dave Shepherd

1999 ANNUAL GENERAL MEETING

This duly took place on Saturday 20 November 1999, when amongst the normal AGM business, Alan Piatt (as Financial Director), Bob Ashton, Brian Maguire and Jim Sambrooks (all as Ordinary Directors) were re-appointed to the board unopposed. If any member requires a copy of either the text of the Chairman's report to that meeting, or the Company's abbreviated accounts for the financial year 1998-9 as circulated at that meeting, they should send their request, together with a large S.A.E. to the Museum's address.

An interesting and useful discussion took place in the Open Forum following the AGM

MEMBERSHIP REPORT

Our Membership Secretary, Rob Shepherdson, urges members to remember to renew their membership of the Company - due on 1 April (1 May for those renewing through the Bradford Trolleybus Association), and to do so on time. Those who join as "direct" members will find their renewal form enclosed with this edition of *Sandtoft Scene*, whilst those who join through the Contributing Societies will receive renewal notices from their respective society's membership officer.

Sandtoft, as a charitable organisation, relies on the contributions made by its members to maintain and improve the Museum's operations and exhibits: in effect members are the life and soul of the Museum. Your support during 1999 is much appreciated and we hope you found it to be an interesting and worthwhile experience. We look forward to your continued support during 2000.

VISIT US AT THE www.sandtoft.org.uk WEBSITE

This is a new slogan for us at Sandtoft, for we are pleased to be able to announce that the new Sandtoft website, thanks to the efforts of Alan Piatt, is now live on the internet.

For the past couple of years, or so, Neil Worthington has, very kindly, provided Sandtoft with a page on his own website. Neil very professionally set up the page for us, and his site will continue to serve Sandtoft, albeit with a slightly different slant. Thank you, Neil, for getting us started, and for your time and effort on our behalf, past, present and future.

The new website has been designed by Alan's son's girlfriend, Katie, who does this type of work for a living. It has been designed around strict ground-rules to establish clarity and continuity of presentation throughout the various pages on the site. Having now put the basic information on, it is intended to continually improve the site, keeping it up to date, and changing the content from time to time.

The board has agreed to make pages within the site available for use by each of the Company's Contributing Societies. Already, the Bradford Trolleybus Association's page is on-line, whilst the British Trolleybus Society is currently preparing its page. The Doncaster Omnibus and Light Railway Society is expecting to have its own website, so the Sandtoft site will have a link to DO&LRS, and it is likely that the same will apply to the Sandtoft Miniature Railway.

The Company and the Museum may have entered the computer communication age, but there is plenty of scope for development and a lot more we need to do. The web is, in effect, another medium for advertising and publicity, and is potentially very powerful. If you have any observations or suggestions for the site, let Bob Ashton, Alan Piatt or Francis Whitehead know. We want our website to be interesting, informative and, above all, authoritative.

TROLLEYDAYS IN 2000

Dates of this year's Trolleydays appear on the back cover. As always, we need your support and help on every Trolleyday, so if you are able to assist in any way towards any of the Trolleydays, please let Chris Proctor know. Remember, we need your help before, during and after each event

Please take note now of all the dates, as the next edition of *Sandtoft Scene* is not due until well into the season, so we will not have so much opportunity to remind you and cajole you into helping, or even just attending. Any additional information will be put on the Museum's website (www.sandtoft.org.uk) and will also be included on the Telephone Information Line (01724 711391).

Sandtoft Gathering 2000

The organisation of this year's 'Gathering (29/ 30 July) has been taken on by Brian Maguire: the team that has arranged the past four 'Gatherings has decided to step down in order to develop the North Lincolnshire Heritage Day event in June (this year on 25 June), and more about that day below.

'Gathering may have a well-established format, but new ideas are always welcomed and it still takes a lot of organising. Already a few enquiries have been received. At this time of the year, apart from the planning of the event, the main task is producing and distributing the rally entry forms. If you can assist Brian - either with the organisation of the event and its associated tasks, or on the days themselves - please let him know, he can be contacted by writing to him at the Museum, or phone/fax him on 01427 872374.

North Lincolnshire Heritage Day 2000

A number of organisations have offered their services, or wish to join in our event at the Museum on 25 June, which forms part of the North Lincolnshire Heritage Week. As last year, we should be entertained by H.M.P. Lindholme with their threshing machine and vegetable display. Arrangements are still being made for what is a very different day for us at Sandtoft, combining our transport element with local culture and heritage, and taking full advantage of the support of our local council, North Lincolnshire. Reference to the North Lincolnshire Heritage Week is also made in the Publicity news section of this edition of *Sandtoft Scene*. We look forward to the event - it should prove very interesting and rewarding.

VEHICLE NEWS

Bradford no.558 progresses slowly but surely: rear panels and lighting are in place, whilst the staircase area has now a coat of blue undercoat.

Cleethorpes no.54 is having its brakes rebuilt.

Doncaster no.22 has had a super-looking repaint, and work on fitting dog rails and windscreens etc. is progressing

mainly from **Brian Maguire**

Doncaster no.122 now sports a rebuilt radiator shell, and is now having a new clutch installed in readiness for the coming rally season.

Felix 40: An unfortunate accident saw no.40 damaged when one of the large black electrical boxes that go with the rotary converters was being moved ready for restoration work: it slipped and slid into the side of the coach, resulting in it receiving a hole in its panels, and damage to its ornate beading.

Liège no.425: Rewiring work has slowed due to the cold weather

Limoges no.5: The long-awaited return of the rebuilt resistor bank should see no.5 serviceable again this year.

London no.1812 had a coat of red undercoat applied, and the roof received a coat of matt brown paint to complete the centre section. A window pan has been replaced on the offside top deck, and the reusable treads painted and fitted to the stairs.

Nottingham no.46: A new arrival at the Museum is the chassis of Nottingham no.46, a Ransomes Sims and Jefferies D6 dating from 1931: it originally carried a handsome Brush H32/ 28R body, but having stood outside on a farm for very nearly 50 years, a little rot had set in with the result that all the body's main pillars and horizontal members had collapsed by the time the vehicle came up for auction on 29 October 1999, and the body was, unfortunately, considered to be beyond it.

At the auction, no.46 was successfully bid for by Tom Bowden, on behalf of the Museum, and was subsequently transferred to temporary storage before it was moved to Sandtoft by one of Arthur Wilson's contacts on 8 December 1999. It now awaits restoration as the Museum's main trolleybus chassis exhibit. Unfortunately, the front axle - apparently a standard Kirkstall product - is missing, so we are seeking a replacement; we will also need three-flat dish type wheels and a set of six matching 9.00x20.00 tyres preferably of period appearance (it will not need to stand or run on the tyres, so there is no need for them to be of "road going" standard).

An account of its rescue, and some facts about no.46 - believed to be the only remaining Ransomes six-wheeler in the U.K. (a complete and operable single-deck version is preserved in New Zealand), appear elsewhere in this issue. Meanwhile, we are most grateful to Tom Bowden and Keith Hopkinson for sponsoring the acquisition, initial removal and temporary storage, to Tom for acting on behalf of the Company to acquire it, to Arthur Wilson for organising transport to Sandtoft and to all who helped to prepare for the extraction of no.46 from its resting place for the last half century.

Nottingham no.137: Interior panels continue to change colour from Hull brown to Nottingham green; the wheel arches are being stripped and treated; the cab has also been completely repainted.

Nottingham no.493 has had numerous small jobs done.

Nottingham no.506 has had its wintertime clean internally.

Reading no.181: the lower saloon has been stripped out, seats removed, and the ceiling paint stripped, primed and repainted. The side panels are now being treated in a similar fashion.

The Nuffield Tractor: The engine has received a lot of attention of late, and seems to be running well now.

SANDTOFT MINIATURE RAILWAY UPDATE

Bob Ashton

Obituary Sadly we have to report the death of Rita Matthews (84) who in all weathers and all seasons faithfully staffed the SMR Ticket Office and helped Rose on the SMR Tombola and Sales Stall. Rita joined the SMR and the Museum some three years ago, so it just shows - you are never too old (or too young) to be involved with helping the Museum. Rita's cheery smile and laughter will be sadly missed during the coming season.

Future Developments on the SMR

An SMR committee meeting took place on Sunday 23 January 2000 to discuss future developments for the railway. The present condition of the Ticket Office at Sandtoft Central has deteriorated, not helped by recent vandalism. A replacement building is being considered, to include a covered waiting and sales area. The steam engine *Remus* which has been made available for use on the SMR since Easter 1996, worked on all of the advertised 1999 open days and school days etc.: as a result the locomotive is again to receive another major overhaul in 2000. On average at least a two-coach set is required on these days, something that the two loaned electric locomotives cannot cope with, so enquiries are being made to purchase a petrol-hydraulic locomotive to take some of the service load off the steam engine.

Although it is somewhat more difficult to consider developments much beyond 2010, consideration was given to this matter: a great deal will depend upon a continuing influx of junior members to the SMR.

Recent Developments

During the last few days a new electric locomotive has been on test. The chassis was made by Harold Dyson with wheel discs and steel plating donated to the SMR by Roy Emmerson at Steel-Rite of Doncaster. Keith Bunting, the Locomotive & Rolling Stock Maintenance Manager, has now added the electronics and has constructed a suitable shunting engine type body. A few more tests and some adjustments will see the locomotive in service at Easter for the first time.

Track maintenance has also included the reconnection of the Hawthorn Siding and a new secondary siding leading to the trailer loading area: this new siding is capable of accommodating two to three coaches. This

will enable visiting locomotives and carriages to be accommodated during open days. Two of the junior members gave a lending hand to carry out work on these sidings and the fully re-instated Willow Tree siding at the front of the Museum.

Visiting Locomotives in 2000

Again there have been promises of visiting locomotives for 2000, both steam and electric. One of the visiting locomotives might include a Bradford tram-type unit, so it might be quite an attraction to operate a selection of Bradford trolleybuses on that day - I will try to keep Rob informed of when the locomotive is to visit the Museum.

MUSEUM NEWS

Trolleybus Testing

We are pleased to report that Bruce Lake has volunteered to join the vehicle testing team as an electrical inspector. This should certainly make things easier all round, so thanks Bruce for your help. If there is anyone else who wishes to join the team, please let Jim Sambrooks (or Steve Harrison) know; relevant training will be provided.

Francis Whitehead

Axholme Stores

Not much has happened in the exhibition area of the *Axholme Stores* since the Santa Days. The majority of the display and painting work was carried out last year, so for once there has been nothing major to do. We do have a number of projects planned for the future, as any exhibition area cannot remain static for too long and needs to be changed from time to time in order to retain returning, or regular, visitors' interest. Before Easter, the temporary "Early Trolleybuses" display is to be removed and replaced with two new displays - one, by Bob Ashton, will feature a collection of transport postcards of the past 100 years, and the other, by myself, featuring road accidents involving trolleybuses. In addition, the trolleybus overhead fittings display is to be replaced with a new, improved exhibition, whilst the show of car badges is also to be revamped to include some of the rarer badge items currently in store.

The window displays are to see a number of changes: a new Spring bridal window, together with a furniture display (to replace the present gramophone display) are to be introduced, the clock window is to be relocated, whilst the fashion window is to be changed to reflect the new fashion introduced by London Fashion Week 1966 (depending on what the local charity shops can supply!).

The various displays/ exhibitions have lacked information cards or panels for a while now, but hopefully by the end of the year all the displays will have these in.

Martin Hulks

Not properly reported to date is the steady progress that has been made to prepare for and transfer the Trolleyshop into the *Axholme Stores*. The electrical wiring has been completed and lighting has been installed,

much painting has taken place, walls constructed, doors fitted, a storage area created, glazing put in, modifications made to the back of the constructions forming the external "shop window" display areas, alterations made to certain shop fittings to make them fit their new surroundings, and various shop fittings, shelves and counters installed. The new shop area has also been carpeted (using materials acquired many years ago from a classroom in Reading and put in store. If you keep something long enough it will find a use!). A lot still remains to be done by the Easter opening deadline (the point of no return passed long ago, as the old Trolleyshop is now unusable as a shop): a water supply has to be put in (it is only just outside the rear of the building) and the reception area has to be completed, amongst other detailed tasks. Many, many thanks to "the few" who have been assisting with this long-awaited improvement to the facilities offered by the Museum.

Chris Proctor & Francis Whitehead

Ritz Theatre

On *Yorkshire Day* damage, which cannot be repaired, occurred to one of the two dissolve projectors. Regrettably this means there can be no more audio-visual slide shows unless anyone can help us by locating a spare 110volt motor. The faulty projector is a Zeiss Ikon, Perkeo AV 1500 AFS model, so if anyone knows of a similar model available either for spares or in full working order, please let Bob Ashton know as soon as possible.

The renewal of the woodwork to the rear and one of the front window frames is becoming very urgent. This aside, the building continues to serve the Museum well for open days and private functions. *Bob Ashton*

Street Lighting

The majority of the period street lighting standards which had been structurally refurbished between 1995-1997 have been inspected whilst recently replacing lamps that have failed: it has revealed that some of the tops will need renewing in the next few years. After a visit to the Keighley and Worth Valley Railway in December 1999, and talking to their lighting engineer I was recommended to contact a firm in Huddersfield to seek advice on possible new authentic replacement units. I would ideally like to obtain proper glass bowls for the three ex-Great Western Railway gas lamp standards situated along the "back straight". In the meantime a repainting programme of our electric lighting standards, with help from the *New Deal* team may be starting later this month. We have, if possible, to retain an authentic look, and I have to say that, personally, I believe we should, where practicable, avoid using the "replica" street furniture found on so many high streets and shopping precincts.

Bob Ashton

New Deal

A new supervisor has recently been appointed by *New Deal* to look after and train their clients (*New Deal*'s terminology for the people they are

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training). Recent tasks have all been completed remarkably quickly, and have included the repainting of the fence at the rear of the *Ritz Theatre*, the construction of new gates for the fenced area at the rear of the old Trolleyshop, as well as a new fence between the workshop and the depot. Further work carried out has involved the preparation of new sleepers for the miniature railway, general tidying up of the area around the engine shed and, more recently, the restoration of a number of our valuable (and until recently, neglected) road signs - these are to be put on display in the *Axholme Stores*. The *New Deal* cabin has also benefited from a coat of green paint that does drastically improve its appearance.

Martin Hulks

Museums and Galleries Commission Registration

As reported in the Summer 1999 edition of *Sandtoft Scene*, we are preparing to become registered with the Museums and Galleries Commission, which will make us eligible for grants from a variety of sources. The process is complex, but we hope, worthwhile, with a need (amongst other things) to devise an exhibits collection policy. Happily, we are benefiting from some kind assistance from museum "professionals" locally as well as having a series of meetings with representatives from the Museums and Galleries Commission themselves.

The Commission sponsors or organises various relevant seminars and courses, which Brian Maguire, Jim Sambrooks, Bob Ashton and Ken Hulks, have already taken advantage of for the benefit of the Museum.

Meanwhile, a good start has been made on cataloguing the collection of miscellaneous exhibits we have accumulated - e.g. electrical goods, clocks, cameras, fashion items etc., but has stopped for the moment pending further discussions with the Museums and Galleries Commission on the subject. The layout of the forms we have started using for listing exhibits is based on one supplied by North Lincolnshire Council but we just want to make sure !. As soon as the new Museum office (the rear of the former Trolleyshop) is completed and the computer is more accessible, a start will be made to list exhibits on disc. Meanwhile, some initial information has already been inputted, identifying exhibit coding, e.g. FL=Fashion - Ladies, E=Electrical, C=clocks, etc.

It would be helpful if, when members are donating items, they could include some documentation to help us with this listing by stating name of donor, address, date (or estimated date) of manufacture, original cost and today's value: it is not necessarily that easy to provide some or all these latter details for some items, but a rough estimate will help considerably. In cases where items are on loan to the Museum, unless otherwise stated, we shall work on the basis of a "ten year loan, and subject to review".

We estimate that cataloguing everything will take many years (some of the museums we have visited have a programme of up to five years to complete this task, which is conditional for registration with the Museums and Galleries Commission and is a requirement of the Charity Commission).

Bob Ashton, Martin Hulks & Francis Whitehead

Santa Days

Maximum publicity was given to these, including help from the Doncaster Boys Brigade who handed out at least 500 handbills in Doncaster Market. The first of the two events was well attended, but the second could have been better. Santa arrived by trolleybus on his first day and by a steam hauled train on the second day. (*is that why Remus now needs an overhaul?? - FRW*)



Three year old Danielle Davey of Balby Bridge, Doncaster is seen here with Santa on 19 December 1999. This photograph captures a moment of joy in a little girl's life, and helps make all the hard work in getting ready for these days worth while.

Photo: Sylvia Shepherd

Everyone was more than happy with the attractions, including their visit to Santa, the present, the mince pie/ chocolate roll and soft drink. We can proudly say we received many compliments and it was rewarding to see the children so happy having enjoyed a very unusual way to journey to see Santa.

Our thanks must go out to Dave Shepherd for taking on the responsibility of being Santa's representative on both occasions: Dave's daughter, Sarah, and her friend Sonia, who were dressed as Miss Claus and a clown, assisted as Santa's helpers - a role that they both appeared to enjoy very much. Thank you both. We must not forget members who prepared the shop windows, decorated the *Ritz Theatre*, decorated the inside of the *Axholme Stores*, constructed the Grotto, purchased and wrapped the many presents and provided the refreshments. A special thanks must go to the railway members, the bus crews etc., who on the second of the two days worked in the freezing conditions that possibly put off many prospective visitors. (*If only we could control the weather on these occasions! - FRW*) Reading no.113 operated on the first of the Santa Days, whilst on the second day Bradford no.706 started the day off, but a permanently sounding

keep those rolls of film (and discs for those of us who are now digitised - FRW) ready for your cameras, so that we can repeat the same again in 2000. Thanks to those members for their wonderful contributions last year, please keep up the excellent work.

Just occasionally, so it seems, things do go wrong, as *Buses* seems to have many errors in their Museum Guide 2000: they have published details that I did not send them, for I am sure we are not celebrating our 30th Anniversary again, and our normal admission charge for children has gone up to £2.00. They were supplied with the correct information, but of course, we do not always get a proof for this type of entry (or articles etc.) to check before publication.

Bob Ashton

SANDTOFT, SCHOOLS AND THE BBC

By the time you read this, the Museum's educational policy team will be involved with a series of meetings which will culminate in the seconding to the Museum of a teacher from a local school for one week (probably during March) in order that worksheets and targets can be formulated. This will help the Museum to adopt a more specific and professional approach to educational visits and generally cater more adequately and efficiently for schools' needs.

Martin Huiks

Recently, the Museum signed to become involved in the BBC's History Zone 2000 Campaign to promote heritage within Britain. A number of display units have been delivered to the Museum in order to promote the campaign: in return, our Museum will be publicised on the BBC's website and we are allowed to use the BBC logo for a number of our events. There are also other benefits which include free attendance on courses and publicity co-operation with other local heritage organisations.

MILLENNIUM NIGHT AT SANDTOFT

A group of ten Sandtoft members arrived at the Museum at about 9.30 p.m., all carrying parcels and boxes of food, drink and fireworks. We set about making a safe rocket launcher in the middle of the car park for the huge rockets we had bought: fingers were crossed that the rain would hold off so we could see them! *Remus* was steamed up and the electric train *Mufuta* was brought out - then down came the rain. This gave the majority of us an excuse to go inside the *Ritz* Theatre to have some more food and drink. Some members had to refrain from alcohol, having to drive home or drive the trains, but it didn't seem to dampen their spirits. Martin Huiks played festive tunes on the organ, and we had a sing-a-long session which created a great party mood.

Pat Ashton

We set off on *Remus*, (suitably decorated for the occasion) at about 11.30 for the last ride of the century, with a now clear sky and a beautiful evening's weather. Once back at the station, everyone piled on to Eastbourne no.69 for the last motorbus ride of 1999. Lots of laughter as people were trying to take photographs of the occasion, attempting to be

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dewirement buzzer lead to South Yorkshire no.2450 taking over. I am told this was the first time that the vehicle heaters were able to demonstrate their capabilities. They certainly exceeded all expectations in the freezing cold weather.

For the 2000 Santa Days many of those involved in the vital 1999 preparation work and operation of the event will not be available, so we shall need some new hands to put this years event on.

Bob Ashton

Publicity

Meetings have been under way for some time now with North Lincolnshire Museum Services for Sandtoft to take part again in the North Lincolnshire Heritage Week. We are now working on our contribution to this week, both on and off the Museum site. We are putting on the threshing machine display, and attending the Baysgarth Museum at Barton-on-Humber with display panels, a short section of railway track and a locomotive and carriage (static display only) plus other attractions from Sandtoft. The benefit for the Museum is two-fold, in that that what was once a very quiet open day in June is now an open day with a much increased number of visitors to an event that is something different, and in return for making a valuable contribution to the events of the Heritage Week, we get support in various forms for our "mainstream" activities from North Lincolnshire Council.

Soon it will be time for us to attend the literature exchanges at Woodhall Spa and Harrogate at which I usually distribute on average 10,000 events' leaflets and 150 posters. If anyone is interested in assisting at these to distribute our leaflets and collect literature for other attractions please let me know. We continue to be represented at the North Lincolnshire Tourism Business meetings which are held in Epworth and at Sandtoft. We are again appearing in many North Lincolnshire Tourism leaflets at no cost to the Museum.

For many years I have tried hard to improve the standard of the Museum's leaflets but with no real forward development. The ultimate goal is to produce a full colour leaflet but this would eat up the Publicity budget in one go. Prior to Christmas, with the head of North Lincolnshire Tourism we formulated a colour leaflet that would carry forward for at least two years. The dates and events etc. would be printed separately and inserted as required. We eventually negotiated a discounted printing rate for 20,000 A4 double-sided leaflets, folded to A5, which, with grants from the Market Town Regeneration Scheme and advertising, has brought the cost down to an achievable level. The deal also provides for free distribution of 5,000 of the leaflets, and includes the design costs and OS license fee.

During 1999 we had some excellent articles and photographs appearing in the various newspapers and most noticeably the bus preservation magazines. Many of these had been submitted by our members. Please

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Sandtoft Scene

professional but not achieving anything like professionalism due to the movement of the bus ! We alighted just before midnight, just in time to get our glasses charged with drink to welcome in the New Millennium. Auld Lange Syne was sung in the Ritz Theatre, with everyone attempting to join hands in a circle - not easy across several rows of seats but we managed it!

Then out to the car park to light the blue touch-paper and send the rockets off and to celebrate the New Year with a bang. The sky was full of colours from all the fireworks around the area and the explosion of sounds was deafening at times. 2000 really did come in with a bang and lots of atmosphere !

SMR members then took it in turns to drive *Remus* and *Mufuta* for everyone to ride around the track, with many photo stops to record the event. Both engines were decorated with New Year decorations and by this time many of the members were suitably decorated with celebratory hats !

Eastbourne no.69 was started up and we rode round the Museum for the first ride of 2000 by motorbus. Several more photo sessions: this really set the scene for a historic event, transport-wise. The trains were then put away and the Eastbourne motorbus returned to its depot space; then onto more eating and drinking. The engine drivers could now partake of a beverage or two. Crackers were pulled, champagne was opened and everyone had a really great time. This was Sandtoft at its best, with great community spirit, lots of laughter and enjoyment !

Everyone started to clear up at about 2.30 a.m., after which we wandered off to our respective beds. I think everyone enjoyed themselves - I certainly did ! We look forward to the next New Year's Eve, to bring in 2001.....

WHAT IS YOUR VOLUNTARY TIME WORTH?

Francis Whitehead
To you and me, Sandtoft is a hobby, and you do what you do for the enjoyment you get out of it. Speaking for myself, as someone who has grown up with bus and trolleybus preservation, and who has been closely associated with our Museum's progress since its earliest days, I find it most gratifying that, with the notable exception of the round of grants received for the developments in 1996, the vast majority of what we have achieved at Sandtoft is attributable to the efforts of volunteers - in most cases, time, but, of course, in some instances, financial: whichever, it has all been done on a voluntary basis. To me, it is wonderful that our visitors get so much pleasure from what we have worked at at Sandtoft.

The impact of us having our Museum is bigger and more far-reaching than anyone can even begin to imagine: it is bigger than the material things like the 4 acres of land it occupies, the buildings it comprises and certainly bigger than individual personalities who have come and gone,

or are still there. It is even bigger than the tourism industry that it is now part of, centred, of course, around heritage - our vehicles and our other exhibits. Our Museum is now considered as part of the local community; integral with that, our enthusiasm is most important, a fact now recognised in that mysterious world of bidding for grants and obtaining external funding. It transpires that it is now official that time is money !

Virtually every externally made grant (including those from the National Lottery) requires some degree of "own funding": often grants have to be matched pound for pound, or it can be that different percentages of matching are expected (this can vary dramatically as no grant seem to have the same criteria as another). Matched funding can be cash, or grants from other sources (sometimes restricted if public money is involved) and now it can be gifts "in kind" (i.e. donations of materials, free use of equipment etc.), partnerships and volunteer labour. It is the latter that is probably most relevant to us as members.

What is voluntary time worth? Depending on the function being carried out by the volunteer, it can vary from National Minimum Wage (currently £3.60 for adults) for "unskilled" labour to as much as £13.85 for a project manager, and anything in between (an estimate of the worth of most of our specialist work we do on vehicles and for the Museum generally is £10.50 per hour). Additionally, work carried out on behalf of the Museum, away from the premises itself (e.g. drawing plans, drafting contracts, keeping accounts, etc.) has a monetary value.

So, in order to build up a case for a grant, a particular project has to be carefully estimated and costed out, apportioning charges for paid "contractors", costs of materials and equipment (whether or not they are donated or taken from "stock" or our own equipment is utilised), and time to be expended on the project by volunteers in different capacities (both on and off the Museum site). The additional factor of using the likes of *New Deal* (where labour is not charged to us) for some elements of the project also has to be considered and is, in some instances, significant. The "in kind" element of the project then has to be capable of being audited, so appropriate records have to be maintained, our signing-in book being ideal for this (as well as being a requirement for fire precaution and Health and Safety reasons). Indeed, as part of proving our case, or even pre-qualifying for a grant in the first instance, the production of our signing-in books for audit to prove our past record of attracting voluntary labour is vital. (It is a great loss to us therefore that in the recent past, two of our signing in books showing, we estimate, some £15,000 or more worth of labour have been stolen from the Museum. If it pricks anyone's conscience, please can we have them back - no questions would be asked.)

We are actively seeking sources of external funding to improve the Museum in various ways, one initial and sizeable bid being considered by the authorities at the present time. We receive a lot of support for our

Museum from North Lincolnshire Council and others and have several possible projects in mind for grant assistance, but we are always interested in ideas (they can be for small improvements, events or for wild, grandiose schemes) that we could perhaps adapt and/ or adopt. We also need to know if you (or your business or other contacts) can help in any way "in kind" to assist with, or be a partner in, a project (and we are happy to respect confidential approaches).

By the way, I estimate that researching and writing this piece has been worth £29.55

OUT AND ABOUT

with **Dave Shepherd**

My travels have taken me far and wide since the last edition. First was a trip with a party of scouts in September to Chester Zoo. I had visited the zoo in the middle of the summer, much to my surprise there were far more coaches in the coach park than on my summer visit. However a much bigger surprise was awaiting me at the other side of the gates (incidentally coach drivers receive free admission and a meal voucher at Chester Zoo). As I went in, I found that the vast majority of visitors were in uniform: there were cubs, scouts, brownies and guides as well as the St. John Ambulance Brigade and army cadets. Time for some roving reporter investigation. The answer proved to be very simple - on selected days in early and late season the zoo offers half-price admission to members of uniformed organisations. A great success judging by the number of visitors. Without doubt my favourite attraction has to be the bat caves: here in a building about the size of our workshop, a fabulous tropical world has been created. For the benefit of visitors, day and night have been reversed: as your eyes become accustomed to the low light and you follow the "S" shaped paths, you become aware of a stream stocked with large catfish flowing through the middle of the room, and the presence of the bats. Chester Zoo follows the modern philosophy of making the animals occupy themselves working for their food. For example, monkeys have to search through large bins full of bark chippings, or climb to the cage roof for their food, but in the bat house there are long artificial vines stretched across the room with pieces of fruit hanging on cords. This affords visitors the spectacular sight of large bats (approximately 2 foot wing span) zooming through the air, then gracefully landing upside down to eat the fruit at the end of the cords. As I crossed the bridge over the stream I was treated to the sight of a large bat only an arm's length away looking straight at me as he jealously guarded his half melon with his wings.

My next trip was with a party of pensioners on a trip back in time to the days when the trolleybus could still be seen on Britain's streets. Eden Camp near Malton in North Yorkshire takes you back to Britain in the war years; once again there was free admission and a meal voucher for the coach driver, (there is little wonder that there are so many overweight coach drivers). First port of call was to the reception to

collect some hire wheelchairs. We then transferred the packed lunches to a mess hut provided for the party's use. After parking my coach next to a Russian T34 tank it was time to explore. One of the first surprises was a line of very familiar green poles - only these are now carrying power cables for the huts. For the benefit of those who have not been, Eden Camp is a former prisoner of war camp: each of the huts which used to be home to the prisoners now contains exhibitions of different aspects of the war years. There is a mock up of the inside of a submarine and also a street scene; one of the most striking features was the fact that many of the scenes even felt and smelt right. As you enter the submarine, the smell of stale air hits you. Then there was the smell of burning amongst the billowing smoke in the blitzed street scene (pity about the unexploded V1 though - when I tapped it, it sounded rather as if it was made of glass-fibre !) All the smells are available in bottles to purchase from the gift shop ! As I walked through the black-out hut, I realised why trolleybuses were alleged to have killed more civilians than the Luftwaffe - I literally couldn't see someone in front of me dressed in black with long black hair, and I walked straight into them. A taste of wartime fare was available in the prisoners' canteen with such delights as stew and dumplings and tea in big mugs. Concessions had been made to meet modern public health requirements, but you still ate at long bare tables to the sound of Glen Miller and Vera Lynne which all gave quite the atmosphere of the time.

Caphouse Colliery, the National Museum of Mining near Wakefield provided an interesting afternoon out for a coach driver. With a large exhibition area, shop, static displays of mining equipment and (although they were not running on the day I visited - they are only there/ provided on peak days) a pit pony and mine railway rides. Only three of my party were going on the underground tour so I was invited to join them: strict safety precautions had to be observed - all smoking materials and anything containing a battery, including the less obvious items such as watches and car alarm remote controls, had to be handed in. Down the mine was a whole new world: our guide for the tour, an ex-miner, explained about the history of mining from the days when a whole family, including children as young as six, worked a section of coal, to modern, high powered, laser-guided, remote controlled machines, capable of removing hundreds of tons of coal per day. We were led into an area which was lined out with wood panels and decorated: our guide explained that during December, Santa welcomes children there, whilst at Easter the Easter Bunny would be there giving out eggs. (Now, before anyone gets any ideas, the answer is no, no, no, NO ! Being so fat that you have to struggle to get into a trolleybus cab is a requirement for Santa, but it is definitely not part of the job description for the Easter Bunny !)

LETTER TO THE EDITOR

Dear Sir,

Please may we say a heartfelt thank you to all those people who helped to make Stuart Lammings's birthday party at Sandtoft Transport Centre one to remember. It goes without saying what a splendid time Stuart and the other children had, but even the adults have made comments like "What a great place to have a birthday party"! In closing I can only add we are looking forward to Stuart's 12th!

Thank you again.

Graham and Jen Lammings

And Stuart has written a report:

Hello !

I'm Stuart Lammings and I am a junior committee member of Sandtoft Miniature Railway. Here's my very first report, I hope you like it. - I first started coming to Sandtoft Transport Centre when I was about three and a half years old. I have visited the Museum about 5-6 times a year since. (as a visitor). Then about two years ago I became a member of the Museum and one year ago I became a member of Sandtoft Miniature Railway. While I have been a member of SMR I have become a qualified train guard and electric train driver, but I have to wait until I am sixteen years old before I can qualify to become a steam train driver.

I was eleven years old on 28th. October 1999, and I had my birthday party on 30th. October and Daniel Fox had his birthday party on 4th. December. At my party all the children had rides on a steam train, an electric train and an old Bradford trolleybus. In the *Ritz Theatre* we saw cartoon films and we had our food in there too. Daniel had the same type of party as mine but all his friends came to his party at Sandtoft and went home on an old Doncaster single-decker bus ! I would recommend all children have their parties at Sandtoft, it's different and it's great !



Stuart (back row, centre), with his friends from Sandtoft and school are seen here in front of Bradford no.706

Photo: Bob Ashton

In December we saw the two Santa Days - on the 12th. and on the 19th. On the 12th. it was very cold but despite this, it was a busy day. The trains ran almost non-stop. Santa Claus arrived and parked his reindeer behind the workshop, then he travelled around the circuit on an old trolleybus to be dropped off right outside his grotto: Santa looked absolutely splendid ! On the 19th. the sun was shining for most of the day but there was a very cold wind. It was not quite such a busy day as the one the week before, but we all had a very enjoyable time and Santa was also very happy and jolly.

See you all next time. Bye !

Stuart Lammings.

MINIATURE RAILWAY FACTS

(A set of useful facts about the Sandtoft Miniature Railway as a Contributing Society of the Company and as an integral constituent of the Museum as a whole.)

Benefits to the Museum

1. The miniature railway is a visitor attraction in its own right, but also acts an added attraction to the mainstream activities of Sandtoft. It complements the trolleybuses and motorbuses, shops, displays, *Ritz Theatre* etc. and as well as adding to the visitors' perception of "value for money" during their visits, the railway's presence also helps to increase the visitor spend at the Museum.

2. On the Museum's open days, parents welcome the fact that the railway provides an opportunity for their children to participate in ride(s) on a children-oriented Museum attraction without (provided that the children are of suitable age) being accompanied by an adult.

3. The railway, as a children-oriented operation gives the children of Museum members an opportunity to have an interest in the customer care of visitors on open days, which is not available or appropriate on the trolleybus and bus side.

4. Between open days the junior members are able to make a valuable contribution and a very responsible interest in the maintenance of the track, signalling system and the rolling stock, including the required paper work. The railway's present insurance company keenly supports the education and involvement by junior members.

5. School parties are attracted to the Museum on weekdays; whilst these visits inter-relate with the National Curriculum and provide an opportunity for pupils to learn about history and transport, as it is a children-oriented operation, the opportunity is given to the parties to ride on a train (this is additional to viewing the static displays, visiting the *Ritz Theatre* and having a picnic lunch).

These visits have led to children encouraging their parents to make family visits to the railway and the Museum on open days and have even resulted in attracting new members and workers (adult and junior) for the Museum.

6. As a member of two national miniature railway societies, Sandtoft Miniature Railway has national and international recognition of the Museum's location and the Museum is therefore featured in association listings.

7. The railway operates to strict safety procedures:

(a) It operates in accordance with the 7¼ Inch Gauge Society insurance standards and regulations.

(b) It operates to the standards required by North Lincolnshire Council's Health and Safety Department, and those recommended by Humberside Fire Brigade's Chief Fire Officer.

(c) Volunteers working on the SMR facilities have to attain a set of standards of competence before being permitted to undertake safety-critical work on their own.

8. SMR members are also members of the Company, paying subscriptions to both bodies, hence the Company benefits from members who may be railway enthusiasts, but who are not necessarily trolleybus or bus enthusiasts.

9. Although some SMR members are "armchair members", many of them are actually working members (some of them travel long distances to get to the Museum), and many of these working members participate to a considerable extent in non-railway Museum work - for example, a large proportion of the landscaping to the Museum's central area has been undertaken, and is maintained, by, the railway's members.

Financing of the Railway

1. From the Company point of view, the railway is self-financing and has no set annual budget. It effectively operates within the Company's budgets for open days, with the Company reimbursing Sandtoft Miniature Railway for every "first ride" by visitors at a rate of 50p (adult) and 30p (child/ concession). This was calculated to total £125 for the financial year 1999-2000.

This is done by issuing every visitor with a token, which is exchanged by the visitor for a ticket at the railway station ticket office (if he/she wishes to travel on the railway - and some do not) and is subsequently redeemed by the railway at the end of the open day. Rides additional to the first one are charged (by the railway) at the same rates of 50p (adult) and 30p (child/ concession).

This system was introduced during 1997 in response to numerous complaints from visitors about poor value for money for the Museum's open-day admission charges. This also addressed complaints about having to pay a separate charge for a ride on the railway. The system has worked well in respect that these complaints from the public have all but ceased. The railway is able to operate a service to the visitors at no extra charge to the visitors if they wish to ride on the railway.

2. SMR operates its own open days (mostly Wednesdays in August), and during 1999, the Museum gained £424.30 in respect of admissions on those days.

3. The operating costs of the railway are the responsibility of SMR and are met by the revenue from the carrying of passengers, this providing about one third of the railway's total income.

4. The largest income for SMR is from the railway's, now, very successful tombola and sales stall: without this revenue the railway would not be economically viable.

5. The balance of the railway's income is from membership subscriptions, and from donations by members. Between 1996 and 2000, members have contributed a total of at least £18,000 to the railway's infrastructure i.e. railway shed, track ballast, rail, sleepers, signalling and electrical fittings for the railway shed.

6. Four coaches and three locomotives are presently on loan from members.

7. As part of the original 1983 agreement with the Museum, when the railway was initiated, the railway has to insure all of its operations including public liability (currently £5,000,000) and for its members (£10,000,000).

The Future

1. The railway now requires one additional steam engine and a petrol hydraulic locomotive to relieve the strain put on the present steam engine.

2. In the near future the whole of the track circuit will need renewing. This will cost at least £10,000 (1999 prices) which includes rail, point fittings, new ballast and sleepers.

3. A replacement building for the existing ticket office is being considered, which could include a covered waiting and sales area.

Conclusions

At present the members of the SMR believe they operate professionally, safely and efficiently and give good value for the money they receive from the Museum and the arrangements they have with the Museum.

With the commitment, enthusiasm and hard work from the SMR

Winter 2000

members, and back-up from other members of the Museum, the future projects will come to fruition provided there are no additional financial burdens imposed upon the railway.

THE SALE OF THE CENTURY

Most days when you go out to buy that little something, the choice of shops and shopping centres are the same nation wide so it was good to go somewhere different recently to buy a little Christmas gift.

Home Farm in Faldingworth, near Market Rasen came into the category of being a little different - well, perhaps not little. It was about 25 acres of land, overgrown beyond belief, which over the preceding few weeks in September, had been cleared to allow its contents to come under the auctioneer's hammer, in about 1300 lots, spread over two days. Such was the difference of this sale that the auctioneers had arranged for the whole thing to be filmed by a local farmer.

I had seen the sale advertised locally and asked Tony Peart if he was interested in going over for a look. As there were some old ploughing engines involved, we thought it would be worthwhile, and a phone call from Tom Bowden reminded me that there was an old trolleybus there and could I have a look for him.

I should have known better than to get involved. On a fine, sunny Thursday afternoon in late October, I was to be found, with Tony, at Home Farm. We were both taken aback by what we saw. On parking, we walked down a long lane with countless box wagons and threshing machines either side, all in a state of disrepair; there were cars - a Morris 8 van, a Vauxhall Cresta of about 1957, all with trees growing through every possible gap; there were all sorts of farming equipment and old girders as well - you name it, and it was in there - somewhere!

Much had been dragged unceremoniously into the main sale field, so we continued on, viewing the many tractors and implements all in pretty little rows. The main thing that struck me was that where the things had been pulled into the line of the sale, they still had the undergrowth attached! One such lot was an Albion solid-tyred chassis, chain driven, but made into a trailer, which came complete with two trees growing on the back. As we wandered down the lane "things" would appear out of the undergrowth. Looking at some bushes, it wasn't until I saw a number plate that I realised there was a car in there, so much was the car buried. And, you were never far from another threshing machine!

There were row upon row of incomplete tractors, of all shapes and sizes, all in a standard rust colour, heaps of old plough blades, two old cracked sinks, an old BMC horsebox and then we were out of the field and into the rough. Here we were to find clumps of bushes with string round them and a lot number affixed. One such area had a heap of old cars, way beyond any recognition - bar the Morris 1000 pick-up on top. Another rope stopped a Leyland Lion from escaping, whilst a windscreen was all

that was of any use from a black Hillman convertible like my own. A Morris Oxford, a Sunbeam, a Commer van ex Lindsey Council and with regulation tree growing out of the roof: they were all there. Also to be seen were a lorry type Ford Thames, a Crossley army or air force truck, and a Leyland Cub. One chassis had its foot pedal growing out of the side of a tree! Next to all this was a length of angle iron, which when I went to move it was found to be through the trunk of a tree - which shows just how long things had laid there.

We then arrived in the farm yard, where the real gems were to be found. We passed old cranes, caterpillar tractors, Claas combines and more rammel. We stopped to stare at a pair of Fowler steam ploughing engines, and a pair of diesel Fowler ploughing engines. I went on and left Tony at this point, as a farm building looked familiar to me! Tony continued to admire the steamers, *Hero* and *Heroin*, registration numbers BP 6121 and BP 6123.

Around a corner I found more box vans, a caravan, some Sherpa vans and the ideal Christmas gift! There it was, tucked in the corner, neatly folded up - the remains of Nottingham trolleybus no.346, listed in the auction catalogue as "lot 60 - Assorted Scrap". Who could argue? It had collapsed on itself, so that the spider-type gantry was level with my chest. But this was the only known remains (in the U.K.) of a six-wheeled Ransomes Sims and Jefferies trolleybus!

Back in 1974, a group of foolhardy Nottingham trolleybus enthusiasts tried in vain to purchase no.346, but the farmer said "NO, it is too valuable". It was then upright (just), and he turned down a £200 offer, and the said enthusiasts went on to purchase Nottingham no.367, one of the next generation of Brush-bodied trolleybuses, but on a Karrier E6 chassis.

Our journey home was glazed with amazement at what we had seen that afternoon. We decided, after various phone calls that evening, to go to the sale and attempt to purchase no.346.

Next morning was thick fog, but I hired a pick-up and set off to the sale. I arrived just as it began, leaving Tom Bowden to do the evil deed. He stuck to the auctioneer like other things do to our boots. It was soon lot 60's turn, and the scrap man was outbid at £24. Tom had done it and no.346 was ours! Well, his! I'm not being blamed for it!

First things, first. We hit the bacon buttie stall. Then I tried to get the pick-up down to the "Assorted Scrap". I only managed to get to within about 50 yards due to the mud. So we set to, getting the loose bits gathered together. One part of the upper deck was under the grass, windows which had fallen out were tucked inside, wherever a gap could be found. We decided that as so many scrap men were around, we would remove all the aluminium panelling first. I set about this, whilst Tom looked at removing the gantry. Imagine my surprise when he

managed to undo all the bolts, which I doubt had moved since its construction. However, move they did, and eventually we were able to lift off the gantry - and very heavy it was too. By this time I had collected all the special drip moulding and guttering sections (all now unobtainable), light fittings and windows. All had to be kept in sight as by now the scrap men were everywhere. The front dome, upturned, made a good place to store small parts as we gradually saw off the upper deck.

If asked once, we were asked 50 times "What is it? Do you know?" "Are you going to restore it?" One guy came over and insisted on taking our photos, then he told us he was from *Bus and Coach Magazine*. Other old gents said they used to play in the old 'bus. Then the Main Man came with some other family members, to tell us that the maker's plate was on the mantelpiece indoors.

The next two hours were spent carrying all the day's spoils to the truck, through mud, across the filled-in ditch, and over the old yard. Once it was loaded and secured we set off to Sandtoft to unload, leaving the rest for another day. The auction sale went on for two days, but we could not return until the next weekend, by which time all had been sold to new owners. Box vans went for £1.00 each, and other lots ranged in price up to the steamers, at £60,000, and the diesel ploughing engines at a remarkable £72,000!

Our next visit saw Tom accompanied by the legendary Cloggins (Steve Collins). Obviously, he thought there was a chance of a good fire, but as we were only a few miles from an ammunition dump, fires were not allowed - shame! With me, Sam and children Leah, and Llewellyn also accompanied the trolleybus duo, so there were a few of us to see off the job. The kids spent a happy day removing the floor tiles (cork, as in most early Nottingham trolleybuses). The rest of us went rescuing Hillman windcreens, looking at what had gone, and even stripping more of no.346. Tom had borrowed a Transit van, under instructions not to get it dirty! After getting it bogged down a couple of times it took him two hours to scrub it up before returning it! But I digress, and after more dismantling of the floor and bulkheads, we reached the chassis.

Unfortunately, the front axle, we discovered, was missing. We later learned that the axle had been sold to somebody in Kent for use on a steam lorry. However, the rear bogie, upon examination, a Thornycroft unit complete with maker's identification, was intact: in fact, three of the four wheels still turned. The wings had obviously been repaired during the war, as they had been rebuilt using old Whitbread enamel signs! (*It just goes to prove that Nottingham's inhabitants are a thrifty lot! - FRW*)

At the end of the day, when all was loaded into the van and Llewellyn's wellies had been emptied of the smelly, mucky water that he had found the hard way, a group of tired people returned to Sandtoft with another collection of goodies! The size of the chassis, and the position of it in

the farmyard, meant that a large four-wheel-drive fork-lift truck was required to extract it. Stuart Peers, a local farmer, came to our assistance, removing it to his farm, and storing it until Arthur Wilson could arrange for a lorry to collect it and deliver it to Sandtoft.

Transport to Sandtoft was sorted out and eventually took place on 8 December. The chassis was placed at the side of the workshop road until time and finances permit restoration work to be carried out. It is hoped that in the not-too-distant future no.46 (its original number) will make a welcome addition to the displays. Many people may think that it was a waste of time, a worthless item when there are so many other unrestored trolleybuses, but it is unique (in the U.K.), represents an important development in trolleybus design and fills a gap in the range of preserved trolleybuses. In addition, the bodywork parts salvaged for use on no.367 are priceless, and will be invaluable when the great day comes to restore that fine vehicle.

Unfortunately you can't shop at Home Farm anymore. It is closed. The Nicholson family, who once were four brothers and a sister, are now down to just one 86 year old brother. The farm itself will, I understand, be sold off later this year, and it will be a very sad day for the old chap. We will not see their like again, I'm sure.

THE NEW ACQUISITION

Francis Whitehead

A background to Nottingham no.46's purchase

(historical & technical information kindly supplied by Philip Groves)

I had hardly arrived at the office following a leisurely drive (along with several other motorists) looking at the cats-eyes and cracks on part of the M25 on Tuesday morning, 26 October 1999 when the telephone went: it was my wife - would I please ring Tom Bowden, it is urgent.

Tom had, quite by chance, discovered that an auction was to take place at Home Farm, Faldingworth, Lincolnshire on Friday and Saturday that week, and that amongst the lots was a trolleybus. He explained to me that in 1974 (when he had last seen it) its condition was best described as decrepit, saying that no.367 (that had been acquired at that time from elsewhere) was far sounder - which really said it all. Tom had contacted the auctioneers to confirm that the vehicle would be included in the sale, and after much deliberation, discussion and describing things to the hapless man at the other end of the phone, deduced that it was, and that the lot was no.60. Tom could not take on another vehicle, but he knew that we, at Sandtoft, have been on the lookout for a trolleybus chassis to put on display, so would we be interested in what was probably a unique Ransomes 6-wheeler for this purpose, bearing in mind that the body was probably too far gone to restore? He was also enquiring of Dudley and Carlton Coleville. One further thing was that although he could get to the actual auction (3 days hence), Tom could not get to Faldingworth himself before then to confirm the correct identification of the lot and to establish its condition. I said I would call him back.

I contacted as many directors as I could for their thoughts on the matter: the general consensus was that we should try for it, and we set a ceiling on what we could afford to spend on acquiring and transporting the vehicle to Sandtoft. The auctioneers advised me that they expected lot 60 to be dealt with during the first hour of the sale ! Next day I telephoned Tom and we agreed that he should go to the sale and bid on behalf of the Company for the vehicle. As Brian Maguire was going to go to the auction pre-view, he would be able to do the necessary reconnoitring. Tom and Brian would liase and it was all set up.

So, what is no.46 and what do we know about it in Nottingham days? Philip Groves has very kindly provided the following information:

Registration number: TV 4484 (first licensed 10 November 1931)

Chassis: Three axle Ransomes Sims and Jefferies type D6 (it is assumed) with Thornycroft patent rear bogie (chassis no.2140) (cost new £1,236)

Body: Brush H32/28R (cost new £897)

Electrical Equipment: RSJ 80hp series-wound motor (winding number T50); BTH control; BTH type RQ, Form G resistances; BTH MR502 circuit breakers

It was one of a batch of 13 vehicles originally numbered 37-49 and it became no.346 in 1939 (when the whole fleet was renumbered). It was withdrawn on 28 February 1950 and was sold on 27 May 1950.

The chassis looks old (a plus point for exhibition purposes, of course) and is in fair condition, having regard to its long period in the farm yard, but is missing its Kirkstall front axle (we have the steering box). The mechanical bits of the differential and prop-shaft are also missing, as is all the electrical equipment (removed, no doubt when Nottingham sold it)

We now look forward to seeing no.46 restored and on show: Offers of help with this will be welcomed.

SANDTOFT SCENE

At the forum after the AGM in November, the problems of producing *Sandtoft Scene* were discussed, and it was decided to reduce publication to three issues per year (February, June and October). We hope we can keep to the revised schedule, but it has to depend on you to get articles, information, photographs etc. to the editor well before deadline dates, which are now:

| | Contributions to Editor by | "Latest posting" date |
|-------------|-----------------------------------|------------------------------|
| Summer 2000 | 15 May 2000 | 19 June 2000 |
| Autumn 2000 | 1 September 2000 | 5 October 2000 |
| Winter 2001 | 6 January 2001 | 12 February 2001 |

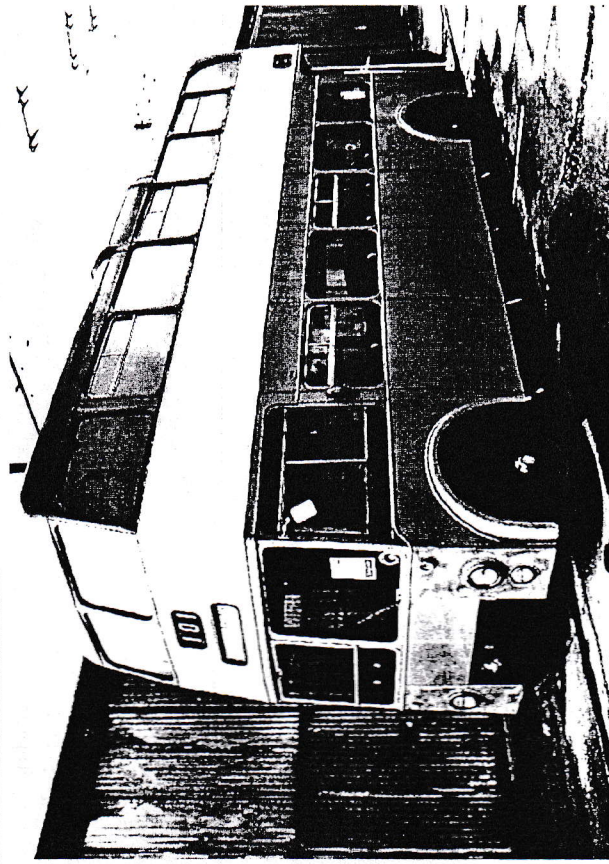
CHASSISGRAM SOLUTION

Firstly, an apology: the puzzle in *Sandtoft Scene* no.46 had originally been intended to be included in the previous issue but had to be held back at the last moment. Consequently, the credit to its author Nick Boxhome became separated from the puzzle and was unfortunately omitted - sorry Nick.

Atlantean - Leyland
Metropolitan - MCW
Dominator - Dennis
Dalesman - Ward
Bridgemaster - AEC
Royal Tiger Cub - Leyland
Ailsa - Volvo/ Ailsa Bus
Fleetline - Daimler/Leyland
Leopard - Leyland
Dorchester - Dennis
Leviathan - Leyland

Routemaster - Park Royal
Sabre - AEC
Metroliner - MCW
Aberdonian - Albion
Lowlander - Albion
Wilfrunian - Guy
Freeline - Daimler
Worldmaster - Leyland
Metrorider - MCW/ Optare
Panther Cub - Leyland

BACK AT SANDTOFT !



We reported in the last edition of *Sandtoft Scene* that Glasgow no. TB78 had returned to the Museum after extensive body renovation and a chassis overhaul. It is seen here in front of the main depot on 3 October 1999, having just arrived from Fifield (near Maidenhead, Berkshire), where a lot of the work had been carried out. TB78 currently sports a mixture of undercoat and original paint, but is scheduled to be completely repainted at Sandtoft during this year. *Photo: Bob Ashton*

Sandtoft Transport Centre Ltd.,
Belton Road, Sandtoft, Doncaster, South Yorkshire, DN8 5SX.
Just off M180 Junction 2 **GATEWAY TO THE ISLE OF AXHOLME**

SANDTOFT TRANSPORT MUSEUM

Home of the Nation's Trolleybuses
& the Sandtoft Miniature Railway



Open Days for 2000

EASTER Sunday & Monday*
APRIL 23rd/24th

MAY DAY HOLIDAY Sun & Mon*
APRIL 30th MAY 1st

SPRING BANK HOLIDAY
MAY 28th/29th Sunday & Monday*

NORTH LINCOLNSHIRE HERITAGE
DAY Sunday *25th JUNE

JULY 9th Sunday

SANDTOFT GATHERING 2000
including Millennium Celebrations
Preview Saturday*

29th July 12noon - 5pm

GATHERING DAY SUNDAY*
30th July 10am-6pm.

SUNDAY AUGUST 13th

SPECIAL RAILWAY DAYS

Wednesdays 9th & 16th AUGUST 12noon-4p.m.

EUROPEAN WEEKEND

AUGUST BANK HOLIDAY

Sunday & *Monday 27th & 28th

SEPTEMBER Sunday 24th

YORKSHIRE DAY Sunday* October 22nd

SANTA SPECIAL Ring for details prior
to events in December, on Information Line 01724 711391

* Indicates day of FREE Doncaster Bus Service

Nostalgia
For all
ages



Member of:
Yorkshire Tourist Board,
Yorkshire & Humberside
Museums Council
YTB Visitors Charter.

We are always pleased to accommodate coach
tours and party visits at other times by appointment.

Attractions

Trolleybus, Miniature Railway Rides

Souvenir Shop,

1960's Shop Displays

Ritz Lecture Theatre

Children's Play Area

Small Exhibits

Have a go trolleybus and motorbus
simulators

Museum open 12 noon - 5 pm. unless otherwise
stated

Admission Charges :- Adults £3.50,
Child / Seniors £2.00, Family (2 Adults + up to
4 Concessions) £10.00. Under 6 year old free
except for the Miniature Railway.
Gathering 2000 Adult £4.50 Child/Seniors £2.50
Special Railway Days in August £2 all classes.
Santa Special see separate leaflet for charges etc.

Free Car Parking at all events

FREE Doncaster bus service on days indicated *

South Bus Station (stand B2) 1.30pm.

Doncaster Railway Station (forecourt) 1.35pm.

Returns to Doncaster 4.30pm from Sandtoft.

Extra buses operate on Gathering Day.

For the latest full details of events or extra events,

bus service times etc. ring the 24 hr Information Line.

For postal enquiries please include a S.A.E.

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

Visit our web-site at :- www.sandtoft.org.uk

Sandtoft Transport Centre Ltd., is a Company limited by guarantee (Registered in England No. 1747475) and is a Charity (No. 514382).
S.T.C. & S.M.R. reserves the right to cancel or alter an event, charge or service without notice.

Information details as of 01/20/00