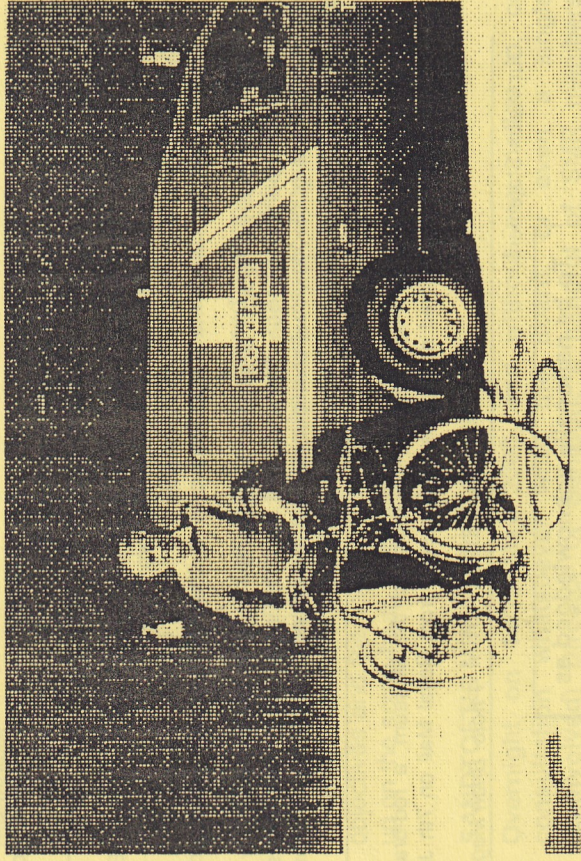


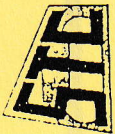
SANDTOFT SCENE

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SUMMER 2000



THE JOURNAL OF
SANDTOFT TRANSPORT CENTRE LIMITED



Sandtoft Transport Centre Limited

A Company Limited by Guarantee

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- Kenneth Hulks
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- Brian D. Maguire
- 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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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:

Special Delivery ! Tony Peart accepts, on behalf of the Museum, a rod-braked posties bike, (now declared dangerous by Brussels) from Royal Mail on 7th June 2000.

Photo: Brian Maguire

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:

It is with sadness that I write this editorial. A sizeable part of the Sandtoft community has been torn away. Following a spate of activity by the Museum's resident vandal and the consequential never-ending rounds of accusation and counter-accusation, the Sandtoft Miniature Railway has, quite literally, packed its bags and left the site. "Goodbye and good riddance" say those who subscribe to the 'rickety, Toytown railway, doesn't belong in a trolleybus museum' school of thought. However, take a step back and consider just what the SMR represented at Sandtoft.

Firstly, it entertained our visitors for, perhaps, half an hour. This is an essential contribution to Sandtoft being able to give visitor satisfaction. There is doubtless a formula somewhere to work this out, but if our visitors are to go away with that 'value for money, feel-good factor' and therefore come back again, we must entertain them for a time which is proportional to the admission charge they have paid. We therefore have to fill this missing time-slot with another attraction, immediately. Plans are underway to build another railway but that will take not only time but manpower.

Which brings me to my second point. Sandtoft is always short of willing hands. The SMR had willing hands who not only worked for the railway but also did many of those little jobs, both around and off the Museum site, that are essential but go largely unnoticed. This is, therefore, a double loss as we now have to provide - and staff - an alternative to the railway despite a reduction in overall staff numbers.

Finally, juniors: the railway always maintained a strong junior members' section. This also needs to be replaced, and fast. We need a strong junior section to take our places when we can no longer continue the work at Sandtoft ourselves, otherwise we will have failed in our objectives and the vehicles we have fought so hard to preserve will end up on the scrap-heap. A sobering thought don't you think?

Dave Shepherd

SANDTOFT'S MINIATURE RAILWAY

Overnight on 14/15 May 2000, and without any notice to, or consultation whatsoever with, the Board, or even a single (uninvolved) Director of Sandtoft, a handful of SMR members dismantled and took up a large section of the railway track and removed it from the Museum. Other items, including the rolling stock have also been taken away. It transpires that the decision to do all this was taken by just five SMR members, and the SMR Secretary and Chairman were not consulted either. The systematic removal of track and equipment continued during the following day, and then at sporadic intervals since.

Summer 2000

It seems that this incredible action followed on from two separate, and as far as can be ascertained, unrelated, incidents several days apart: in the first, reportedly, personal physical violence was threatened whilst the second incident involved an alleged physical assault, reportedly, following extreme provocation. Different individuals were directly involved in the two episodes. It must be said that there have been a number of *relatively* minor verbal and actual "happenings" in the recent, and not-so-recent, past centring mostly, but not exclusively, on the miniature railway and feelings were running very high; so, the latest incidents were the last straw as far as the few SMR personnel involved in the destruction of the track - Pat and Bob Ashton, Martin Hulks, Ron Hawksworth and Stephen Hobbs - were concerned.

It must also be recorded that a formal letter from the SMR Secretary to STCL, written as a result of the two episodes, notified the Company that SMR was suspending all its operations at Sandtoft until the threat had been resolved. The letter was posted a mere couple of hours before the track was actually dismantled and hence those events overtook any action that STCL could initiate.

Bob Ashton resigned as Director of Sandtoft Transport Centre Limited on 17 May 2000.

Bob's justification for removing the track and other items (not only from the railway) is that it is all "his personal property" as he paid for it. In like manner, Martin Hulks has reclaimed items that are claimed as his personal property - this included the electronic organ which he jointly owned with the Company, and for which the Company has subsequently been reimbursed its outlay. As a consequence, the *Ritz* has been stripped of displays and audio-visual programmes and left virtually bare, whilst other displays in the *Axholme Stores* have been removed, although replacement displays using Sandtoft's own exhibits, have been put in place.

It goes without saying that the whole episode has aroused tremendous ill feeling and fury amongst members and workers at the Museum. A large number of questions have had to be asked as to how such a devastating action for the Museum could have occurred and what can be done to prevent further or similar loss of Museum artefacts.

The Board held an emergency meeting on Wednesday, 24 May 2000, when, to start, the incidents involving threats and violence were wholeheartedly condemned. Equally, the actions of the five SMR members was condemned and described as nothing short of vandalism to the fabric of the Museum, irrespective of the ownership of the items involved.

A number of actions were decided upon at that Board Meeting. A disciplinary procedure was agreed upon and has been implemented against those persons involved in the different incidents. A requirement

has been made that nothing that is likely to affect the operation and function of the Museum is to be tampered with and items are not to be removed unless three months notice of proposed removal has been given: this is irrespective of ownership and extends to vehicles, although vehicles going to rallies, shows, etc. are excepted where periods of absence are of short duration. For security reasons, such short-term removal (and return) must be recorded in the signing in/ out book.

The Board also reaffirmed that it wished to see a miniature railway continue to operate at the Museum. In view of the timescale of the events plus the apparent unilateral decision of the five SMR members to remove the track without reference to either their committee of their membership and the lack of contact or discussion by the Company with the SMR committee, it was agreed to seek the reactions and intentions of the SMR before a further decision was made. Nevertheless, the possibility of the Company itself, through interested members and on a formalised basis, reinstating the track and operating trains was an option that was put forward and strongly supported. It was resolved that an early decision was necessary on which way forward should be taken.

An EGM of the SMR to consider three alternative options for the future was held on 10 June, with the majority of those present and postal voters deciding on an effective freeze on activities, funds and assets, postponing a final decision on the SMR's future until the SMR's AGM, due in November (although it may be brought forward to an earlier date).

A further Sandtoft Board meeting took place on 25 June, at which it was agreed that the Company should go ahead itself to re-instate the railway track and to operate trains again. The re-construction project was to start as soon as was practicable and would be led by Keith Bunting; it is intended that a Railway Operations Manager will be appointed, responsible to and reporting to the Operations Director, but no appointment to that position has yet been made. In view of the position taken by the SMR, the Board decided that the SMR's status as a Contributing Society to the Company should cease: SMR members who are also STCL members will henceforth be treated as if they had joined the Company direct, continuing to receive *Sandtoft Scene* along with all the other benefits of being members of STCL. It was also agreed that these members would be canvassed for their points of view and opinions about the operation and manning of the railway before further relevant decisions or appointments are made.

If there is a plus-point to this very sad story, it does appear that the SMR track - identified by them as being in need of replacement "in the near future" (to quote from the miniature railway article in the last edition of *Sandtoft Scene*) - was in a very poor state of repair, and was much worse than anyone had previously suspected. Its removal at this point, however inconvenient, has possibly avoided a serious incident which could have had much more serious repercussions for the Museum (and Summer 2000

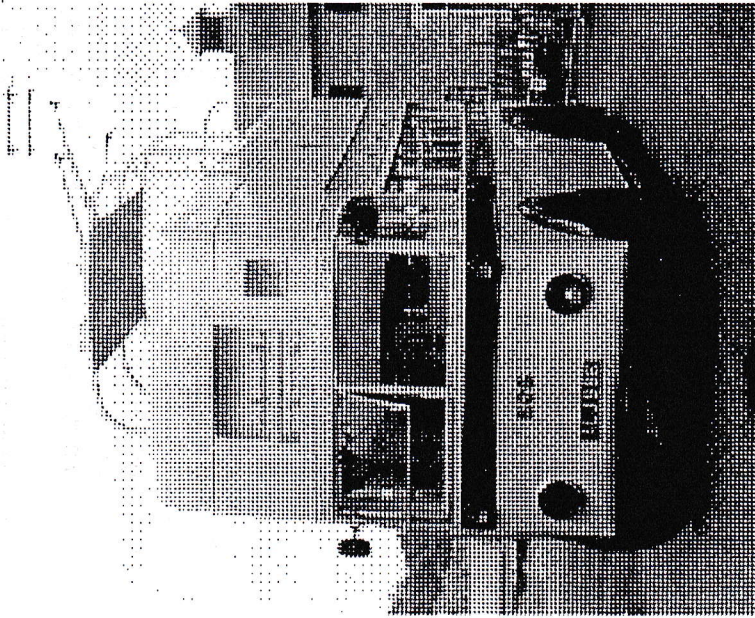
SANDTOFT GATHERING 2000

Now just a few days away (29/ 30 July), 'Gathering 2000 will be all the better if you can come and help to staff it. There is a lot to do before the weekend, getting the Museum ready, getting the running trolleybuses clean, inside and out, and, as already mentioned, setting up the 5 inch railway; then on the Saturday and particularly the Sunday (when around 80 "shifts" are rostered to cope with the expected huge influx of visitors), and then afterwards, putting the Museum back to normal. 'Gathering relies on everyone to muck in to make it the success we need it to be, and whilst it can be tiring, it is also great fun.

There is a good number of rally entries again this year, whilst a particular attraction for enthusiast and public alike will be the ex-Bournemouth open-top trolleybus, no.202, which is visiting Sandtoft for a few weeks before it goes on to Carlton Coleville in middle to late August.

The Bournemouth open topper, no.202 is seen here at the Black Country Living Museum, Dudley during their Trolleybus 2000 event in June - what a pity the destination blinds are not fitted.

Photo: Brian Maguire



No.202 is a sister to the British Trolleybus Society's no.99 (which was numbered 212 in later days at Bournemouth) and was one of three 1935/6 Sunbeam MS2 trolleybuses with Park Royal bodies that became open toppers in 1958. No.202 (numbered 112 when new) was withdrawn from service in July 1965, but following purchase by the National Trolleybus Association, was used for various enthusiasts' tours in

Summer 2000

the model engineering world) than it instead has.

In preparation for laying the new track, all the remaining old trackwork has now been removed and put into safe storage. The new track is under construction as this piece is being written, and is being made of steel bar, cross-welded to form the 7¼ inch gauge (as opposed to the former aluminium rail fixed to wooden sleepers construction), with wooden sleepers used purely for aesthetic purposes. A length should be in place through the main station by 'Gathering.

It had originally been hoped that the new track could be completed and commissioned by 'Gathering, but different matters have conspired to prevent this. Nevertheless, there will be a miniature railway to ride on at 'Gathering, as the Scunthorpe Model Engineers are bringing their portable 5 inch gauge railway, complete with steam and electric locomotives (help is required, please, both to assemble it beforehand and to operate it on the day).

Anyone interested in helping with re-instating the railway (or setting up and operating the 5 inch railway for 'Gathering) is asked to contact either Keith Bunting (01724 330845) or Rachel Fox (01302 351507 or 0771 330 1361). Further developments and proposals to do with the railway will be published as they happen.

Francis Whitehead - Chairman

CUSTOMER CARE

A small incident brought to our attention very recently gives rise for concern.

Those members who come into contact with our visitors - at the gate, on the trolleybuses, in the shop or merely looking around the Museum and possibly wanting information - will, no doubt, be aware of the need to be welcoming, polite helpful and so on, so that the visitor feels "looked after". This is called Customer Care, and very important it is too, because we want our visitors to return again and again - and to pass on to others what a good place Sandtoft is to visit.

Well, the same principle applies to members who visit the Museum, only possibly more so. The incident referred to involved a visiting member (not a regular, and one who had travelled a distance to get to Sandtoft) being given "the cold shoulder" by others who were on site, and not made to feel welcome.

What would be your reaction in the same situation as that visiting member? Stay away in future? Tell your mates not to bother to go to Sandtoft because of the reception they (might) receive? Not bother to renew your subscription next time?

Just a thought..... Members are visitors too - important ones at that as they support (and many work for) the Museum. They need to enjoy their visit(s) to Sandtoft to encourage them to return. Just like the public.....

various trolleybus-operating towns, including its native Bournemouth, where it also took part (along with no.99 and other trolleybuses) in the closure ceremonies. For those who have never ridden on an open-top trolleybus, it should be an interesting experience to take a ride "up top" - or in the parlance of days gone by, "outside"!

Another vehicle scheduled to operate at 'Gathering 2000' is Glasgow TB78, following its long-term refurbishment.

Our thanks are due to non-member Alan Burgin from Thorne who has kindly agreed to take on the publicity for 'Gathering'.

With all the hard work that Brian Maguire and his willing band of conscripts have put into it, it all promises to be a good day but it is YOUR help that is needed.

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.

The two Wednesdays in August in particular (9th and 16th) need staff, as these days were originally selected by SMR as special miniature railway days: Now that the SMR, as a group, is not functioning, STCL has to rely on others to step in and help.

Remember, we need your help before, during and after each event.

European Weekend is again being arranged by Graham Bilbé. Limoges no.5, Porto no.140 and Schafhausen no.207 are expected to operate (Aachen no.22 and Liège no.425 are not passed out for use at the moment). At the time of writing, Graham had not finalised arrangements or other attractions, but it should, as in previous years, be an enjoyable weekend. Please come along if you can.

NORTH LINCOLNSHIRE HERITAGE DAY 2000 REPORT

Despite the bigish build-up for this event and reasonable weather on the day, attendance at the Museum was disappointing, to say the least. Whilst the tractor and working threshing machine display was there to interest and impress people, other attractions did not materialise whilst publicity for the day (not all our responsibility) did not live up to expectations.

We need to discuss what went wrong with North Lincolnshire Council (it was part of the North Lincolnshire Heritage Week range of events) to see what can be done for next year.

THE www.sandtoft.org.uk WEBSITE

The management of our website, www.sandtoft.org.uk is to be taken over by Aiden Proctor. Any suggestions as to what else should be
Sandtoft Scene

included would (no doubt) be welcomed by Aiden, as it is the intention of the Board for the website to continually improved and kept up to date. We want our website to be interesting, informative and, above all, authoritative.

CHANGES ON THE BOARD

We regret having to report the resignations of John Heighway, Bob Ashton and Alan Piatt from the Board of Directors.

John Heighway resigned as Secretary and Director on 21 February 2000 as a result of a combination of differences with other Board members, disagreements within the Board, procedures and, to a lesser extent, personal reasons. John became Company Secretary following the 1998 AGM, a very demanding role which he undertook energetically:

Ken Hulks took over temporarily as Secretary following the Board Meeting of 4 March 2000, as this position must, by law, be filled.

Ken was replaced as Secretary on 14 May 2000 by Bruce Lake, who has been co-opted onto the Board as Director and Secretary. A "thumbnail" sketch of Bruce's background in the hobby appears below.

Bob Ashton, as recorded elsewhere in this edition, resigned as Director on 17 May 2000. Bob has been associated with the Museum since its earliest days serving on the Management Committee of the old Sandtoft Transport Centre Association, and then, on and off, on the Board of the Company for considerable periods. Bob has done an enormous amount to help the Museum, amongst many other things, building and setting up the Lecture Theatre, introducing audio-visual programmes, introducing and setting up exhibitions, and publicising the Museum in his role as Director of Publicity. Whatever Bob turned to, he wanted to do it properly and exactly. It is sad, therefore, that he has left in the miniature railway turmoil described earlier, but we thank him for all he has done to put us "on the map".

Alan Piatt, our Financial Director for over five years, resigned on 12 June 2000 because of disagreements over another Board member. Alan has ably controlled the finances during his "reign" and has been a key figure in bringing the Company into the computer age, not only with the book-keeping, but also in setting up the Company's own website. Francis Whitehead has taken on the financial directors responsibilities (but not position) for the time being.

As a result of all this, the Board - whose maximum compliment is eight - is currently operating two below strength. The membership will be given the opportunity to fill these two "casual" vacancies and that of

Financial Director at the AGM in November, when additionally, two Ordinary Directors (Ken Hulks and Chris Proctor) will retire by rotation, and the position of Secretary (although now filled by a "new" Board member through co-option) also falls due for retirement by rotation.

INTRODUCING C BRUCE LAKE - OUR NEW SECRETARY

An interest in trolleybuses developed in 1967 while at school (didn't most enthusiasts?), when the Huddersfield system was in its last days. I have been an active member of local trolleybus societies since then, sitting on their committees from time to time in various roles, until the (then) West Yorkshire Transport Circle was absorbed into the British Trolleybus Society.

I graduated in Electrical Engineering in the 1970's and was then employed (and still am!) by a local electric motor manufacturer, currently working as Systems Manager.

I have been associated with Sandtoft since its inception, and have had more than a passing interest in several vehicles, for instance Huddersfield no.631, Nottingham no.506, Teeside no.2, and I am now a part-owner of Huddersfield no.619. I am dedicated to the idea of providing a working trolleybus museum, recognising that there must be more than just that on site in order for it to survive. I also see the Museum as a focus for lobbying for the re-introduction of the trolleybus as a practical and viable means of transport in the UK.

While a slackening of my interest was apparent in the early 1990's, this has now completely reversed with a number of trips to overseas systems in recent times. Seeing real operating trolleybus systems again for the first time in many years, and realising that trolleybuses are thriving in many areas of the world has revitalised that interest. This has manifested itself in volunteering for electrical vehicle testing at Sandtoft, editing World News for the British Trolleybus Society's monthly magazine, *Trolleybus*, and more recently, becoming STCL's Company Secretary.

EDUCATION POLICY

Thanks to the efforts of Nick Broxholme, the Museum now has an Education Policy. We also had a teacher seconded to us for a week in the Spring to develop a package for school visits. We will include more information on this next time.

MEMBERSHIP REPORT

Our Membership Secretary, Rob Shepherdson, reminds members that they should have renewed their subscriptions by now (they were due on 1 April - or 1 May for those renewing through the Bradford

Trolleybus Association). If you have not done so already, please act now and renew your subscription.

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, and your support is very much appreciated.

VEHICLE NEWS

(Compiled mostly from notes supplied by Brian Maguire)

General:

The biennial exodus of some of our operating trolleybus fleet to the Black Country Living Museum's Trolleybus 2000 event at Dudley took place again this year when Schafhausen no.207, Maidstone no.56, Bradford nos.746 and 792 and South Yorkshire no.2450 were our ambassadors. It is reported that no.207's heaters were particularly useful on the first weekend of the event! All, apart from no.56 (which is having it differential rebuilt whilst at Dudley) are, or are expected to be, back at Sandtoft ready for 'Gathering.

It is impressive that Sandtoft supplies the majority of trolleybuses to this event, but a shame that they do not bear much (or any) indication whilst they are at Dudley of where they normally operate. Next time, perhaps....

The Bournemouth open topper, no.202, was also at Black Country for its first operation under the wires since being re-cabled some time ago. As recorded elsewhere, no.202 has moved to Sandtoft for a few weeks and will then go to Carlton Coleville.

At Sandtoft there is a range of STCL-owned trolleybuses which require somebody to adopt and love them and help to care for them in the future. They include the vehicles from Liège, Maidstone, Derby and Bradford; there are also vintage tower wagons from Nottingham and Bradford. There are others, so if anyone is interested in helping with a vehicle, give Brian Maguire a ring in the first instance, on 01427 872374 he is in most evenings. Let us get some of these old girls back on the road!

Bradford no.558 now sports blue paint on the platform area, and half a staircase! Many strips of trim have been fitted back on, around the back window, and the flaps also are back in place.

Doncaster no.22 progresses towards becoming roadworthy: the doors now function, the windscreen is in place, and the bonnet has been adjusted.

Doncaster no.33 has been checked over for use as the service bus again this year.

Doncaster no.122: Work on preparing no.122 for its stint on the rally field continues: , the brakes have been checked and adjusted, a full service undertaken, a faulty light repaired and it has been thoroughly cleaned inside and out.

Glasgow no.TB78 has been repainted and at the time of writing, was awaiting the application of transfers. It has been checked out electrically and mechanically and subject to a very, very good clean inside, should be in service again for the 'Gathering.

Huddersfield no.541 has seen a large amount of improvement: the top deck along the offside was stripped of panels, both inside and out, revealing nothing much than rot. The waist-rail under the windows was removed for a new one to be manufactured, together with an additional rail for the lower saloon. The rest of the floor edge was also replaced on a piece-by-piece basis, then a start has been made on the lower deck framing. Whilst waiting for sections to be made, the upper saloon floor was covered, floor treads were obtained and a start made on fitting them (just drilling and countersinking some of the treads took all of one day, and there are still more to do another day). New feet have been fitted in place to hold the top deck to the lower one, and when all this was completed, work commenced to fit the panels and beads. The lower saloon has framing completed to the third bay, and behind the wheel-arch is now also panelled and beaded. The floor to the lower saloon has all collapsed over the resistors and will take a lot of putting right. Panelling has also been completed to the near side lower saloon, plus some beading. Some seats are away for repair, whilst others are repainted and back on board on the top deck, as are some new, and some old windows. A useful new tool is a power file, which made easy work of the shaped timber in-fills at the base of the windows. Only one pillar was deemed to be "past it", and has now been replaced. Work continues to the wheel arch section.

Limoges no.5: As predicted in the last edition, no.5 has now had its new resistor bank fitted, has passed its test and has re-entered service. An oil seal on the rear axle subsequently caused some concern (you cannot get one of those at Halfords) but it has now been replaced.

London 'no.1812 was back in the workshop for some chassis work in late January, the offside bogie wheels were removed, all seized bolts were sorted out and the floppy brake cams shimmed and corrected. The wheel arch was repaired before the rubber wings were fitted - they are a bit the worse for wear ! Newly painted wheels completed the session. The louver over the offside windows has been fitted, the front near-side wing has been re-aligned, whilst the roof area has

seen new splash guards fitted under the trolley-bases and a brand new pair of trolleyheads fitted (these were kindly donated by David Tummon and came from Rotherham at the closure of that system - thanks David). Three seats which required repair have been taken away to be dealt with.

Nottingham no.137 has seen some improvement, with some lower deck seat frames removed for restoration at home, whilst the area they vacated has been cleaned and painted.

Reading no.181: During January the lower saloon repaint was completed, beadings to the upper saloon refitted, bells secured, seats all sewn or repaired, and the lower saloon floor cleaned. The walkway on the roof was secured, the trolley gear repaired.

Rotherham no.37 (currently still away from the Museum) is being prepared for its return to Sandtoft, enough generous sponsors having come forward to help save her.

Wire Trailer: This interesting item (ex-Teesside, ex- Mexborough and Swinton) which has been away from Sandtoft for quite a while, assisting in the installation of overhead wiring at Beamish, Transperence (yes, quite a while), and at least two stages of the Wirral Tramway has returned to Sandtoft. Maybe we can get Peter Price to write a few words about its travels.....over to you, Peter!

Royal Mail Bicycle: The Museum has recently been donated a Post Office issue rod-braked postman's bicycle. The type has, by all accounts, recently been declared "dangerous" by the EU régime in Brussels and they are all being withdrawn from service to be scrapped. Ours came to Sandtoft "Special Delivery" on 7 June 2000.

MUSEUM NEWS

General:

Problems with the electrical supply to the *Axholme Stores*, the railway building and the *Ritz* has resulted in a major re-cabling exercise to and in the central grass area. Effectively, a new ring circuit is being installed to, meet the consumption requirements of the various buildings and other outlets in the area. Two road crossings are involved (which have had to be done between running days) as well as extensive trenching around the areas. Thanks to all concerned with this hard work, but particularly to Ian Metcalfe, who has done the majority of the digging (we understand it is therapeutic !)

Early in the year, the conversion of the store room in the rear of the old Trolleyshop prefab into an office/ meeting room was undertaken and completed by Brian Maguire. At last there is a private and

secluded place at the Museum for business and Board meetings, to do office work etc. Equally early, the rented storage container was emptied and put off hire. Since then, the old caravan has been dismantled (and very rancid it was too) and will be replaced by a newer and more respectable specimen. This is the first stage of re-organising the works and storage area at the back of the Museum site to make more efficient use of the land available. More improvements will follow as funds permit

The conifers at the workshop (or north) end of the Museum have been severely lopped (they had grown to around 24 feet high) and whilst they may not look too pretty this year, they will bush out again.

The workshop has been tidied generally, the pit cleaned and given a couple of coats of masonry paint and the heavy steel jacking plates painted black and yellow stripes

Axholme Stores:

Work on changing the window displays was completed in time for the Easter opening, with a furniture display as a variation on the theme. The small exhibits display area was most unfortunately kept closed at Easter pending some clarification about a safety issue (now resolved to a degree).

The transfer of the Trolleyshop into the Axholme Stores building was completed by Easter, and now Chris Proctor and his team are installed in a vastly improved environment, following much hard work on the part of many people. Chris is on the look out for the shop for a vertical display fridge (the sort to keep cold drinks in): can anyone help?

Ritz:

As one of the projectors failed last year, slide shows this year have relied on just the one projector, which has had to be manned (rather than being automated as when we had the two available). This may be a disadvantage when we are short-staffed, but on the other hand we can give that personal touch to our service, rather than that rather clinical feeling given by automated presentations.

New Deal

Current arrangements are for *New Deal* to only be at Sandtoft 2½ days per week, when ongoing maintenance work and help with Museum projects, grass cutting and gardening is undertaken, but that is not all.

New Deal is not just a supply of labour, but is a training scheme with NVQ's attained by the trainees: this year the Museum has benefited from horticultural training, with shrubs and trees being pruned, a cold frame being constructed, flower seeds planted and seedlings brought

on and (together with bought-in plants) planted out. Various baskets and containers full of blooms have appeared around the Museum, including two in the form of buses - these have been constructed and painted by *New Deal* personnel. The Museum has been entered in the *Britain in Bloom* competition, judging having taken place in late June/early July.

Publicity

As the result of sponsorship and grant contributions and design input via North Lincolnshire Council, we have this year, for the first time, a full colour brochure - and very good it looks, too. It should last for a couple of years before revising, and open day dates and information is being provided on a separately inserted slip.

Filmed some weeks previously, the Museum featured on Yorkshire Television's *Look North* news and magazine programme on the evening of 14 June. On the whole, Sandtoft looked good, but, sadly, no-one told YTV that the miniature railway (which took up around one third of the five minute slot) had been destroyed one month before the screening. Whatever, a lot of effort went into getting YTV to Sandtoft and the message on the screen came across well.

Sandtoft Miniature Railway Update

(Written in early May by Bob Ashton before other events took over)

The start of the season has been rather mixed. The locomotives have had several technical problems, however these are now being sorted out.

Temporary appointments have been made for the post of track, locomotive and rolling stock operations. A general SMR meeting is being called to discuss these posts. The junior membership continues to thrive.

Santa Days

It may be Summer (some may even query that this year), but we have to look ahead all the time, and Santa Days loom on the distant horizon. We need to think about and plan this year's events now. Ideas and offers of help, please, to Chris Proctor.

IMPORTANT INFORMATION:

As a consequence of the events with the miniature railway, a number of new rules and procedures have, unfortunately, had to be introduced.

Disciplinary procedures: a set of procedures has been established to address poor, offensive, dangerous or damaging conduct by members and others. Whilst the Company does not have employees as such, the aim has been to echo the practices of industries to provide fair, escalating disciplinary actions.

Basically, the provisions (for any one "problem" or series of "problems") are for two verbal warnings (to be recorded formally in the Company's records), followed by a final written warning. If the "problem" persists, prohibition from Museum premises and/ or suspension of membership may follow. Good conduct for stated periods following each stage may allow the record to be ignored for the purposes of any possible future discipline. An appeal is available for each stage (explanation, reasoning and evidence would be required), but in each case the Board's decision is final. Where a "problem" is regarded as being sufficiently serious, any of the stages may be "jumped over" as considered appropriate by the Board.

Interference with Museum Artefacts:

With immediate effect, nothing that is likely to affect the operation and function of the Museum is to be interfered or tampered with etc. Any malicious interference will be regarded as serious by the Company, and will be dealt with accordingly.

Removal of Items from Museum:

With immediate effect, no item that is likely to affect the operation and function of the Museum is to be removed from its place in the Museum unless three months notice of proposed removal has been given in writing to the Secretary. Each item has to be separately identified and the rule applies irrespective of its ownership. Where necessary, ownership by an individual or group will have to be proved and agreed.

This rule also extends to vehicles, although vehicles going to rallies, shows, etc. are excepted where periods of absence are of short duration. For security reasons, such short-term removal (and return) must be recorded in the signing in/ out book. The absence of a vehicle for any duration will not relieve its owner/ "keeper" of his/ her obligation to pay storage rent for the vehicle for its period of absence (its storage pace will, in return, be assured when it returns), and lack of appropriate notice of removal of a vehicle will not relieve its owner/ "keeper" of his/ her obligation to pay storage rent for that period of notice.

The Board, by agreement, may vary downwards the required three months notice. Items on loan to the Museum for a stated period are excepted (notification as a matter of courtesy would be appreciated though), but items on loan for a stated period that over-run that period by three months or more will be subjected (unless otherwise agreed by the Board) to the rule, which has been introduced in order to control the operation and functioning of the Museum, and to allow for arrangements to be made to replace the items concerned where appropriate.

VACANCIES

We urgently require help with running the Museum. The following descriptions are for guidance only and details of how the jobs evolve can be discussed.

Publicity and Public Relations Manager:

Following Bob Ashton's resignation we need a replacement. The job could be split or shared.

The sky is the limit when it comes to how Sandtoft can be publicised (however the financial budget does not match). We need someone who is (ideally) relatively local to the Museum. Duties would include strictly working within and monitoring an allocated budget, preparing and placing advertisements in various selected publications (and fending off the sales staff of same), preparing (and possibly arranging production of) leaflets, contact generally with the media (papers, radio and television), the tourism bodies and the local council tourism department.

We also need someone who can assist in leaflet swaps, attend meetings, deal with publicity on the Museum site, deal with public relation matters both on the Museum and with the media etc. etc. etc.

A very demanding and interesting and rewarding job. Any offers? Please contact Chris Proctor or Bruce Lake.

Education Team:

We have now adopted an education policy, targeting Key Stages 1 and 2 (children up to the age of 11). We need someone (or a small team) who can now take this further so as to attract and market school party visits to the Museum, working with the teachers to tailor our facilities to meet their requirements and helping with the visits generally. It requires someone who can be available at the Museum during weekdays (they could be selected weekdays) Interested? Contact either Chris Proctor or Bruce Lake in the first instance.

School Visits Assistants

Apart from the team mentioned above, when we get going with school visits, we will also need a team to help with administering our young visitors at the Museum - trolleybus driving and conducting, miniature railway operation, shop-keeper - in fact, all rounders ! Availability on weekdays is essential. Contact Chris Proctor.

Miniature Railway Manager(s):

As part of our project to re-instate and operate the miniature railway in STCL's care, we require someone who knows about (or is keen to learn about) the world and disciplines of miniature railways to manage the operations of the railway and its permanent way. We have not yet decided the details of the operations and the job could be split between permanent way and operations. The operation side will

involve working with junior members. Contact Chris Proctor in the first instance.

Museums and Galleries Registration Assistant(s)

If we are to progress as a museum, we need to log each and every item we have on site. To do this may take years, but it has to be done. We need help from as many people as possible to carry out this task - and a recurrence of problems similar to those we have had with the miniature railway and ownership of artefacts can be prevented. Contact Bruce Lake in the first instance if you can help.

NEW GIFT AID RULES

With effect from the beginning of the current tax year, the covenanting system, with all its complications and drawbacks, of claiming tax paid on donations is being phased out and the £250 minimum sum that could hitherto be Gift Aided has been abolished, effectively meaning that a charity that receives any sum, however small, from a UK taxpayer, as a donation can recover the tax paid on it by its donor. Which means that a charity's income from donations can be increased by up to 28% at no extra cost to the donors.

The flexibility of Gift Aid in its new format should be a godsend to Sandtoft. If the rules (and they are remarkably flexible) that the Inland Revenue have laid down are adhered to, simple, basic procedures are followed and records are kept, it is a very simple and quick matter to make a claim to Inland Revenue and have the tax repaid straight into our bank account.

It is our intention to make the fullest use possible of this opportunity to extract money from the government, and we trust that you will all help us to do it. To start, membership subscriptions can be Gift Aided: as Gift Aid agreements can be back-dated (unlike covenants), we will be sending you all appropriate forms to fill in and return in respect of this year's subscriptions. We have checked with Inland Revenue and are advised that sums collected through a third party - as the membership subscriptions that are paid via the Contributing Societies are - are all eligible for Gift Aid agreements.

The wording on Gift Aid agreements can be such that all donations from an individual, either back-dated to 6 April 2000 or made at any time in the future, are subject to Gift Aid without further reference to the donor. Further, verbal agreements by donors to Gift Aid donations are valid if a confirmation of that verbal agreement is sent to the donor and not refuted within a set time. The key to it all is good record-keeping.

We therefore ask that anyone receiving a donation on behalf of the Company either gets a form completed and signed at the time of the

donation or tries to get a verbal agreement from the donor to Gift Aid and makes a record of the amount and the donor's name and address. Simple and well worth 1 for an extra 28% ! Supplies of relevant forms will be made available as soon as possible and will be available at the Museum's signing in point and in the Trolleyshop (and the office).

Yet a further point of interest is that whilst it costs a Standard-rate taxpayer nothing extra to make a donation to a charity, a Higher-rate taxpayer can benefit from it as he/ she can set such charitable donations against tax paid at the higher rate.

If anyone has a query about this wonderful way to raise extra cash for Sandtoft, please contact Francis Whitehead.

SANDTOFT SCENE

We apologise for the late arrival (again) of *Sandtoft Scene*. Despite dropping down to three issues per year because of lack of contributions, by the press date there was only the editorial and a couple of "bits" available for publication.....

Please can you all help by contributing information, stories, snippets, etc. for publication. *Sandtoft Scene* is there to enable members to keep in touch with what is going on at the Museum, so who better to contribute than those who go to the Museum?

	<u>Contributions to Editor by</u>	<u>"Latest posting" date</u>
Autumn 2000	<u>1 September 2000</u>	<u>5 October 2000</u>
Winter 2001	<u>6 January 2001</u>	<u>12 February 2001</u>
Summer 2000	<u>3 June 2001</u>	<u>7 July 2001</u>

ON THE WEB.

My thanks to my son Paul for supplying me details of two web sites (now we know what he is doing in the computer room at college when he should be studying).
Dave Shepherd

www.cnam.fr/hebergement/amtuir/lim_cb60.htm is the Internet address of Trolleybus de Limoges. All the information on this page is in French but it is possible to follow most of the text and the page includes a nice photo of a sister vehicle to Limoges no.5 (possibly no.0) in its home setting.

Over to www.cnam.fr/hebergement/amtuir/lytroll.htm the Internet address of Trolleybus de Lyon, there is a nice photo of "Ballet de trolleybus au terminus de Perrache à Lyon", taken in 1960, you will have to look at the web site or learn French to find out what this means.

Sandtoft Transport Centre

THE MUSEUM OF THE TROLLEYBUS

Belton Road, Sandtoft, Doncaster, DN8 5SX.
(Just off M180 Junction 2)

Preview Day Saturday 29 July
12.00 noon - 5.00 p.m.

'GATHERING DAY

SUNDAY 30 JULY

10.00 A.M. - 6.00 P.M.

A Transport Miscellany

for All the Family

Trolleybus Rides
(*This Year ONLY, an Open Topper !!*)

Bus Rides

Vintage & Modern Buses

Old Lorries

Classic Cars

CAMERA Beer Tent

Brass Band

Children's Fair & Face Painting

Hot Food

Model & Book Flea Market

Displays

Miniature Railway

PLUS

All the Museum's Normal Attractions

Gathering Free Bus Service
(every ½ hour from 10.00 a.m.)

To & from Doncaster's South
(Waterdale) Bus Station, calling at
Doncaster Railway Station (forecourt)
5 minutes later

Gathering Admission:

Adults £4.50

Children/ Concessions £2.50

Family Ticket £12.00
(up to 2 Adults & 4 Children)

Private Parties and School Visits

can be accommodated by arrangement -
please write requesting details of charges etc

*For latest details of events call the 24 hour
Information Line 01724 711391*

Sandtoft Transport Centre Limited reserve the right to
cancel or alter an event, charges or service without notice.

WEDNESDAY 9 AUGUST

SUNDAY 13 AUGUST

WEDNESDAY 16 AUGUST

AUGUST BANK HOLIDAY

Sunday/ Monday, 27 & 28 August
(*Overseas Vehicles Operating & on Display*)

SUNDAY 24 SEPTEMBER

Sunday 22 October

(*Yorkshire Vehicles Operating & on Display*)

December

Details to be Announced

(Call the Information Line during

December for details)

Indicates Free Doncaster Bus Service
from Doncaster's South Bus Station at
1.30 p.m. calling at Doncaster Railway
Station (forecourt) at 1.35 p.m. &
returning from Sandtoft at 4.30 p.m.

Museum Open 12.00 noon - 5.00 p.m.

Admission:

Adults £3.50

Children/ Concessions £2.00

Family Ticket £10.00
(up to 2 Adults & 4 Children)

Wednesday Openings £2.00 All Classes

Attractions Include:

- ◆ *Trolleybus Rides*
 - ◆ *Souvenir Shop*
 - ◆ *Hot & Cold Drinks, Crisps, Chocolate*
 - ◆ *1960's Shop Window Displays*
 - ◆ *Ritz Audio - Visual Shows*
 - ◆ *Children's Play Area*
 - ◆ *Small Exhibits*
 - ◆ *Trolleybus & Motorbus Simulators*
- FREE Car Parking**