

# SANDTOFT SCENE

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THE JOURNAL OF  
SANDTOFT TRANSPORT CENTRE LIMITED



**Sandtoft Transport Centre Limited**  
**THE MUSEUM OF THE TROLLEYBUS**

A Company Limited by Guarantee

Registered in England No. 1747475 Registered Charity No. 514382

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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:**

*A reflection of this past winter's atrociously wet weather: Huddersfield no.619 stands in Sandtoft Square in the early evening of 11 November 2000 after a day of filming by NMTV. See page 8 for more about that day.* Photograph by Graham Bilbé

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**

This is truly a milestone for *Sandtoft Scene*, yes the 'Scene' is the big 50 and how it has changed since the first edition back in 1987. Modern home computer systems costing only a few hundred pounds mean that even the amateur can now produce quality artwork which only professionals with equipment costing many thousands of pounds could produce back at the start of the 'Scene'.

This edition has the first colour-printed cover in the history of the 'Scene' and as technology continues its relentless advance I firmly believe that colour will ultimately become the norm.

Our three previous editors have all contributed short articles about the 'Scene' during their period of office and *Sandtoft Scene's* setter and printer, Francis, has supplied a summary of the milestones the 'Scene' has reached over the years.

I believe I speak for all the membership when I say a big "thank you" to the previous holders of the editors big black pen: without their individual input the 'Scene' would not have developed into the valuable means of communication for the membership it is today. *Dave Shepherd*

**ANNUAL GENERAL MEETING 2000**

As scheduled, the AGM took place on Saturday 25 November 2000 at Sandtoft and, after the formal business, was followed by a useful informal discussion.

Those members who were not present at the AGM and who would like a copy of the Company's audited abbreviated accounts as presented to the meeting should send their request (with a SAE, please) to the Museum address.

The nominations for Board positions resulted in Bruce Lake being elected unopposed to serve as Director and Secretary (a 2-year term), and Francis Whitehead being elected unopposed to serve as Financial Director (1-year term). As a consequence of his election to serve as Financial Director, Francis resigned his position as Ordinary Director, thus increasing the number of Ordinary Director vacancies to three (one being for one year only). There were four nominations for these posts and the votes cast produced the following result:

Graham Bilbé	36 votes - Elected
Steve Harrison	25 votes - Elected for 1-year term
Ken Hulks	11 votes
Chris Proctor	37 votes - Elected

Thus, Ken Hulks, who has served as a Director since early in 1996 and who has held the position of Managing Director since the 1997 AGM was not re-elected. We thank Ken for all the work he has put in during his term in office, seeing us through some difficult times and progressing our position in the museum, tourism and education world.

The new Board has now allocated principal responsibilities to the various directors, and these are detailed on page 2.

The Board, on behalf of the Company, thanks Pat Heighway and Dave Shepherd for acting as tellers during the AGM election: they volunteered their services, having no previous notice of the job, and between them carried it out in a very organised and professional manner. Thank you, Pat and Dave.

### **MEMBERSHIP MATTERS**

We are pleased to announce that David Needham has agreed to take over the position of Membership Secretary from Rob Shepherdson, who has carried out this function for a number of years now. We thank Rob for his work in this field and welcome David, who now plunges into the membership renewal season.

Most subscriptions are due now. Those of you who join through one of the Contributing Societies should have received a renewal form from their society by now. Those who join "direct" should find a renewal form enclosed, whilst those who joined last year through the Sandtoft Miniature Railway should also find a renewal form enclosed. If you do not have a renewal form, please ask for one!

We are making great efforts to get a miniature railway going at Sandtoft again so we particularly ask the SMR members to continue to support the Museum by re-joining for the coming year (and joining in the setting up and operation of the railway).

For those who have not already done so, please remember that your membership subscription (whether you pay it "direct" or through a Contributing Society) can be Gift Aided, so fill in that Gift Aid Declaration Form and send it to the Museum address. If you have mis-laid your form, please ask for a replacement

### **TROLLEYDAYS IN 2001**

See the back cover for details of what is arranged for 2001. Once again, your help in making these operating days a success is requested. We had a struggle last year to adequately man everything we needed to and it goes without saying that we must do better in this respect this year. please make plans to come and assist, and let Chris Proctor know when you can help (contact him at the Museum address or by e-mail - enquiries@sandtoft.org.uk).

In the light of the present foot and mouth epidemic, at the time of going to press (early April), and after consultation with local farmers, the Yorkshire Museums Council and North Lincolnshire Tourism, we confirm that **we will be open for normal business** during the coming months. There are no cases of foot and mouth in the area at present and with the immediately adjoining farmland being arable there is considered to be very little risk involved to either the local community or to visitors carrying the virus to elsewhere. Obviously, we will keep the situation under constant review and we will seek further guidance should circumstances change.

**Sandtoft Gathering 2001:** Brian Maguire has agreed for the second year to lead the team who arrange the 'Gathering. Last year it was a very successful event, and we need it to be just as good this year (if not better). However, Brian would like more help with planning and making the arrangements, and on the run-up and on the day, for making those arrangements work. So, please can you lend your support to organising our most important open day? Contact Brian by either phoning 01724 872374, or by writing to him at the Museum address.

### **YORKSHIRE DAY 2000**

**Jim Sambrooks**  
Every year since 1991, by arrangement with Sandtoft management, the Doncaster Omnibus & Light Railway Society hosts the October open day at the Museum, inviting visiting vehicles, arranging a rally, handling advertising etc., in return for an agreed split of the takings: in effect, DO&LRS hires the Museum for its event.

The 2000 event started for me on Saturday, 21 October, finishing work at 1pm and catching the ten past one bus to Barnsley. The reason for my trip in the opposite direction was to collect Yorkshire Traction's 1935 Leyland Tiger bus no. 492 and bring it across to the Doncaster depot for the next day. Meanwhile, other DO&LRS members were at the Museum moving and preparing vehicles, getting the shop and lecture theatre ready, and so on.

Sunday dawned fine but a bit misty. I collected no.492 from Doncaster depot and proceeded to Doncaster Rovers' car park for the start of the St. Leger Rally, where a beautifully restored 1966 ERF drop-side lorry was already in position. We were soon joined by Pete Holland in his Bedford CA van, ex Kesteven Fire Brigade. One or two more commercials and several preserved cars appeared before the Sandtoft contingent of Doncaster nos.33, 55 and 122, Felix no.41 and Sheffield no.1357. Lincolnshire Roadcar sent a modern Leyland Tiger coach and TM Travel of Chesterfield was represented by an ex-London Transport Leyland Titan.

At a quarter past eleven, no.33 set off to pick up passengers at

Doncaster bus and railway stations, returning in a reasonable load to take part in the rally.

The rally route is a simple one these days, following the A18 road from the Racecourse roundabout, passing the former trolleybus test track adjacent to the straight mile on Doncaster Racecourse. The route continues via Wheatley Hills, Edenthorpe, Hatfield and Thorne Levels to Dirtness, then turning right to arrive in Sandtoft hamlet from Crowle Road. The mist had cleared by now and we were greeted with something never before seen on Yorkshire Day - sunshine!

Sandtoft's octogenarian, Charlie Bullock, who had accompanied me in no.492 on the rally soon found the microphone and proceeded to entertain the already healthy crowd. His commentary has to be heard to be appreciated but he is proud of his 85 years and frequently tells his audience of the "85,000 miles on his clock", and that he could be "gone by teatime". Not to worry though, because if he was suddenly "withdrawn from service" his funeral arrangements are already in place for "3 o'clock on a Friday afternoon", but he doesn't know which Friday as he "hasn't gone yet"! I hope that that Friday is a long way off yet and that I am as fit if I ever reach that age.

The five trolleybuses in service, all from Yorkshire operators this year, were seen to be carrying good loads all day. Huddersfield nos.619 and 631 were running together for the first time in many years. I have said before that the latter is my favourite trolleybus at the Museum. This is because only a Yorkshire operator would order majestic 7' 6" wide, three-axle trolleybuses in 1959 when it could have ordered Leyland Atlantean motorbuses, which I think are horrible things. These and SYPTE's 1985 experimental Dennis trolleybus no. 2450 maintained the service for the first part of the day. Later Bradford nos.746 and 792, appeared in service, much to the delight of the owners of the latter, Andy McDougal and John Stainforth, replacing the two Huddersfield's but the six-wheeled pair returned later on in the day so that four traditional trolleybuses were running together.

"Cavalcades" are a popular feature of Yorkshire Day, where vehicles of a certain age or area parade round the circuit, doing U-turns in front of the Axholme Stores and then processing in the opposite direction. Cameras were clicking furiously and ciné, or whatever they're called nowadays, were whirring away. His Jimness was by now suffering from "Leyland left leg" and it was no.492's turn to take part in a cavalcade but the 'Roadcar driver gladly stepped - or clambered - into the cab instead.

Visiting vehicles are encouraged to take part in these runs and it is always pleasing to see preserved cars & lorries mingling with the buses and trolleys in the street scenes. George Willis's Foden, with a spare

Gardner 5LW engine and gearbox mounted on the back of its flat-bed body; Bob Hanna's two ex-army Bedford lorries; a Hillman Minx and an Austin Somerset were just a few vehicles in the street scenes. The Lincolnshire Vintage Vehicle Society's ex-London Transport Country Area RT4494, which also attended, is always appreciated by the author, having worked on green RT's in his early days of employment with London Transport, and he still believes that the RT was the best bus ever built.

By 3 o'clock, the left leg was well enough to take no.492 out on the ever-popular Isle of Axholme tour. All 32 seats (no, it isn't a mini bus or even a midi, such things weren't invented 65 years ago) were occupied and I must say I excelled even my own expectations and achieved every gear change cleanly, not even a click, snatch changing where necessary and no, this isn't instant death to half shafts and universal joints if it is done properly. On return to Sandtoft it was time for another cavalcade, but this time I was in the cab and couldn't escape: No.492 fitted in nicely amongst the pre war cars and I enjoyed giving hand signals as no.492 isn't fitted with trafficators of any sort.

Visiting vehicles not seen to be taking part in the cavalcades included a Dennis Trident double decker of Leon Motor Services, a nice AEC six-wheeler lorry and three Fiat 500 cars.

Older readers may remember the ice cream tricycle of Dennis Patterson-Pipe that once resided at Sandtoft: this now has a new owner in Dunsville who had ridden it the eight miles to Sandtoft to sell ice cream on the day - very nice it was too, and a bargain at only 10s 0d (oops, 50p) a cornet. The Trolleyshop and trade stands in the depot seemed to be doing a roaring trade, the simulators in the Axholme Stores always had a queue and there seemed to be plenty of people wandering around the Museum at all times despite the trolleybuses and Isle Tours running full.

All too soon it was time to pack up, put buses away and take no.492 back to Doncaster for return to Barnsley the next day. A very enjoyable event, many thanks to all concerned, particularly Ian (MFI) Jones, the man in charge, and I look forward to Yorkshire Day 2001.

P.S. Can we please book the same weather!

### **SANTA DAYS 2000**

**Dave Shepherd**

By the time this edition lands on your doormat, the turkey will have been eaten, the crackers pulled, the presents opened and a new year will have begun. (Well, I wrote all this stuff at the end of December!) Santa will be back at the north pole, sad and disappointed that more children did not come to see him in his ice cave grotto at Sandtoft.

Was it worth it? Well yes, I believe it was, because the children who came each day had a thoroughly good time, especially the young lady who was absolutely delighted when Santa announced whilst she was opening her present, that as there were no more children waiting to see him he was going to pinch one of those trolleybuses and take it for a ride and would she and her parents like to join him?

In addition to this some of the parents seemed quite determined to make a day of it and see as much as they could of what the Museum had to offer. Regrettably the shortage of staff meant that these visitors were largely left to entertain themselves, so there are lessons to be learnt from this, least of all being that we need adequate publicity for the event, and we need just a few more helpers.

*The Board adds that they are most grateful to Father Christmas for coming to Sandtoft again, to his little helpers who worked so hard and to those dedicated few who helped prepare the Museum and make the Santa Days possible. The Board is appreciate all the hard work that goes into these events and are disappointed that more visitors did not show up. Hopefully, 2001 events will be better attended by helpers and visitors, after all, it is always good fun on those days.*

#### **MUSEUM NEWS**

**Brian Maguire & Francis Whitehead**

##### **General:**

This winter, and early spring, has seen a lot of work carried out at the Museum, by both A4E (the New Deal organisation) and Museum members. A more detailed article about just one day's progress is reproduced on page 13.

On 11 November last year, a crew from NMTV were at the Museum to film for a 12 minute, or so, slot in a programme in the Discovery Channel series *Former Glory*. Bruce Lake, Steve Harrison, Brian Maguire and Graham Bilbé were all interviewed about different aspects of the Museum and the trolleybus hobby, and Reading no.113, Huddersfield no.619 and London no.1812 were featured. The resulting programme (which also featured the National Tramway Museum at Crich and Mike Sutcliffe's motorbus collection) has been screened on a number of occasions during February, and we are advised that it is due to be used again in the coming months. NMTV were most pleased with the footage they took and reports on the actual programme are very complimentary. A more detailed article will appear next time, but Graham says that the highlight of the filming must be when presenter Ian Clayton took the wheel of no.113 to drive it around the circuit under Graham's guidance - apparently the first time that Ian has been given a "hands-on" opportunity in any of the many museum programmes he has introduced. All in all, a fine piece of publicity for our Museum!

Heavy-duty racking has been purchased and installed in the old generator house. It is intended that the spare trolleybus motors be moved from the main depot and put on this racking; other heavy spares will also be transferred. The moves will now probably occur during the run-up to 'Gathering, when the motors will be more accessible.

After Christmas, work was started on trying to install as many footpaths as possible, around the Museum, for visitors to walk around in safety. Obviously, funds are limited, so thought was given to where we could simultaneously remodel the road areas to improve layout and, where possible, drainage. We also had to complete the final section (from the Ritz theatre back to the power house) of the new electricity supply "ring main" that was started last year: this last bit of the work involved a trench across the concrete roadway.

The garden area by the steam tram shelter was already being levelled out, and after due consideration, we decided to also remove the redundant patio next to the old Trolleyshop. This gave us a supply of slabs to start the footpath along the "back straight" and, in fact, it will do most of this length. A footpath was left alongside the Trolleyshop, to enable window cleaning etc. whilst the kerbs reclaimed will also be useful along the edges of the paths. The area left is being levelled off for grass for the length of the Trolleyshop, and across to the kerb edge. The overgrown laurel bushes have been removed, and all in all it gives us a larger picnic garden to replace that lost when the children's playground was installed. The whole garden will eventually be fenced off, to keep the children and traffic separate.

In front of the old Trolleyshop building (we shall have to find a new name for it!) the kerbs have been moved out ten feet, and two small gardens are being created, for when the building is turned into a 1950's-style home. The kerb line has been moved out in a smooth curve to the front fence, a path being created alongside it as far as the pedestrian gate. These will all be level, and suitable for wheelchairs.

A new drain has been laid to collect the water from the down-pipes at the south end of the depot and the old Trolleyshop, these having been long needed as they previously spewed water all over the path leading to the box van. A new path will be laid over the top of the pipes, giving a safer path to the traffic office, Museum office, box van and stores area.

As already mentioned, the cable for the completion of the three-phase ring main is progressing, the trench has been dug, the cable, ducts (including a spare one) delivered and installed and everything backfilled with new concrete, leaving just the final connections and some inspection pits to be completed.

The area around the tourist information tram body is scheduled to see

some alteration: the railings have already been removed for further use, and some bushes removed to prevent rot to parts of the Ritz building. The intention is that this parcel of land will be fenced to allow a larger railway yard to be formed.

The entrance arrangements introduced last year through the Dorothy's end of the Axholme Stores building worked well, and so a more permanent fence and a gate, using railings, is being erected. In addition, rails for a new double crossing of the adjacent railway have been installed and this is ready for concrete, whilst the water pipe installed on a temporary basis last 'Gathering has been replaced by a permanent supply. The posts to the fence around the station are rotten, so the fence here is being removed.

At the front of the Museum an area of the concrete roadway which was cracking and crumbling badly has been removed and the area reinstated using ready mixed concrete reinforced with steel mesh, a job that was carried out on 23 March, when much other concreting work was also done.

Steady progress continues with installing new railway track. By the end of March, rail had been laid around the northern end of the circuit and stretched as far as the engine shed. Progress is comparatively slow as this section has had to be made "on site" to suit the required radius, whilst the poor weather all winter has not helped. Additional assistance with the track would be welcomed by Keith Bunting.

We have recently purchased a photocopier for use in the Museum office: it was bought "as seen" and unfortunately we find it does not work (well, it was cheap and second-hand!) - is there anyone out there who could do "the necessary" to get it going, please ?? If you can help (or know a man who can) please contact Brian Maguire at the Museum.

#### Vehicle News:

**Glasgow no.TB78** Graham Green and Richard Bilbé repaired the rear brake seals on 24 March, so no.TB78 should now be ready for testing. It is hoped that it can be re-launched back into service on Spring Bank Holiday Monday (see also the notes below about London no.1812).

**London no.1812** has seen the platform ceiling completed and undercoat applied, the platform floor attended to; hand rails are being prepared for coating; the top of stairs area is now covered using leather-cloth and beadings also fitted. Rubber protection around the contactor box has been replaced and new dog rails are being prepared for fitting. New rubbers for all the windows have been purchased (the old ones leak); Some seats are now away being re-upholstered. Wiring work continues, the compressor is away being repaired (again) and once it is back and fitted, no.1812 could be ready for trial runs. Top coat paint is

to be ordered shortly. A lot of work, mostly fiddly bits and pieces, remains to be done, but the target date for getting no.1812 back into passenger service is the Bank Holiday Monday at the end of May. Keep that date free in your diary and keep an eye on the website (or use the telephone information line nearer the time) for confirmation that this target will actually be met and that the pump and ceremony can take place.

**Reading no.113:** the damaged rear end was repaired away from the Museum during November and no.113 returned to Sandtoft just prior to the AGM.

**Rotherham no.37,** following storm damage at the end of October, has had its roof stripped, treated, repaired and covered in new canvas. Many coats of compound and paint are being applied to seal and waterproof it.

**South Shields no.204** New roofing timber has been delivered in readiness for an extensive restoration project.

#### **FROM THE BOARD ROOM:**

There have been two Board meetings since the AGM, on 27 January and on 24 March 2001, when, amongst other things, the following matters were considered and can be reported:

- **Health and Safety:** Steve Harrison has assumed responsibility for this and recently attended a most useful and relevant training course at Manchester Museum of Transport.
- **Reversing of vehicles:** It has been decided that with immediate effect, a "banksman" must be present to see vehicles back when they are being reversed. This applies at all times, not just when visitors are about. Reversing can be dangerous, both to people and to property, however "experienced" a driver (or steersman) might be, so it must be supervised. Anyone disregarding this requirement may be disciplined and if any injury or damage occurs as a result of unsupervised reversing, will be held liable.
- **Caravans:** All messing and accommodation vehicles and caravans are to be located behind the depot. Private caravans are henceforth to remain at the Museum for a maximum of a three week period, unless a prior agreement to the contrary has been made. Consideration is being given to the Museum itself providing sleeping accommodation for workers, possibly at a nominal charge to cover costs: comments on this proposal would be welcomed.
- **Accidents:** There have been a number of incidents where museum property has been damaged, but no reports have been submitted:

one such incident resulted in the workshop doors being damaged. Members are reminded that any incident involving injury or damage must be reported so that appropriate action, to protect the Museum's interest and to repair damage, can be pursued. We do not propose to witch-hunt, as accidents do happen: we need to repair damage and try to prevent accidents recurring. Failure to report an incident may result in disciplinary action.

- **Charity Status:** Following problems experienced at both the Oxford Bus Museum and the Keighley Bus Museum, the Board are reviewing the Company's own position and seeking advice on the matter. If considered appropriate, actions to protect the Company's status will be taken.
- **Inventory of Exhibits and Equipment:** We are part way through the massive task of compiling a detailed list of all our assets. A vast amount of work is still necessary to complete the project and we could do with some assistance with it. If you can help - preferably on a fairly regular basis, but any help would be appreciated - then please contact Bruce Lake initially. The project will have various benefits, including enabling the Museum to become a full member of the Yorkshire Museum Council, thus opening the door to pre-qualifying for various grants.

- **National Association of Road Transport Museums:** The Company has become a member of NARTM, which, as its name implies, caters for the interest of museums such as ours. There is a lot of commonality between the various road transport museums and a wealth of experience and knowledge amongst their operators. Opportunities to solve common problems together, set standards and act in unison in lobbying or consultations, to name but a few examples, can only be beneficial to all concerned, so the Board is keen for Sandtoft to take an active part in NARTM discussions and activities.

- **Trolleybus Testing Procedures:** Discussions are to continue to try to achieve common testing procedures and standards between the main trolleybus-operating museums.

- **"New" Overseas Trolleybuses on Offer:** Over the past year the Museum has received offers of trolleybuses from Czech (a Skoda 12Tr, yet to be identified), Riga, in Latvia, (a pair of Skoda 9Tr vehicles coupled in a "twin set") and Kuroba, in Japan (a Toshiba that was sent to Mexico City but was never used).

The Skoda 12Tr has been offered as part of a cultural exchange, whereby a Leyland National has gone to Czech and a trolleybus is to come to the UK. The pair of 9Tr trolleybuses represent a mode of

operation that was found in many towns and cities in the old USSR but which is now becoming quite rare; in addition, the Skoda 9Tr is a "classic" eastern bloc trolleybus with thousands having been built. The Japanese vehicle is in store in Mexico (under cover) is, of course, right hand drive with entrance doors on the left, and is typical of Japanese trolleybuses of the late 60's and the 70's.

It is not possible to say whether any of these projects will come to fruition, for each has its own problems. These trolleybuses would be Company-owned, but their transport to Sandtoft and their upkeep would have to be resourced, and financed by sponsorship of some sort. The question of undercover accommodation for them at Sandtoft is a real problem, as many consider that it would be quite wrong to put "foreigners" inside, thereby precluding UK trolleybuses from having undercover space. There is also a view that potential restoration of UK vehicles should not suffer because of the presence and needs of overseas vehicles. On the other hand, the Museum exists to illustrate the development of the trolleybus, and development was not confined to the UK and did not stop in 1962; comparison of UK design, practices and technology with those elsewhere, to say nothing of cultural comparisons, is also important.

If anyone is interested in supporting any of these projects financially (or practically), please contact Francis Whitehead (at the Museum address) as soon as possible; there are already substantial donations (gift aided at that) offered for the Riga vehicles, but they still fall well short of the possible shipping and UK towing costs.

The Board has decided to consider adopting a new admission policy for overseas trolleybuses. In so doing, it invites comments on the subject from anyone who has a view and wishes to contribute to the debate. Please write to Bruce Lake (at the Museum address).

- **Weekday Opening:** The Board is looking into whether and how it could open the Museum on weekdays during the "visitor season". It has been suggested that the Museum should regularly be open on a defined, weekday allowing, in particular, party visits to be organised better. Could anyone assist on a weekday, and if so which one would best suit them? (Monday has been suggested as a possibility, as members who are at Sandtoft over a weekend may find it more convenient to stay on for an extra day rather than make an additional special trip.) Please contact Chris Proctor at the Museum address if you could be available and willing to help.

## A WINTERS TALE

Brian Maguire

The thirteenth of January started very cold, but sunny, and I was at the Museum fairly early. I was closely followed by Rob Cleary and was

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# Yorkshire Day 2000

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DONCASTER 122

ALL PHOTOS ABOVE BY AIDEN PROCTOR

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WIMBORNE LORRY 763 NTC

SANDTOFT



DONCASTER 33

SANDTOFT



BEDFORD CAVANI HTL 913



Yorkshire Traction's 1935 Leyland Tiger no.492

Photo by Aiden Proctor



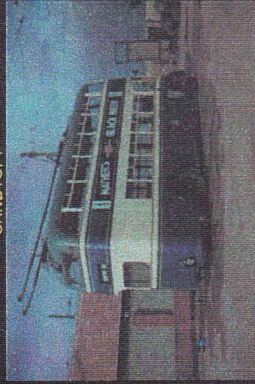
Who's for a very nice ice ? ... Photo by Aiden Proctor

SANDTOFT



SYPT 2450

SANDTOFT



BRADFORD 746

SANDTOFT



BRADFORD 782 & HUDDERSFIELD 631

SANDTOFT



HUDDERSFIELD 631 & 619 PHOTO: BRUCE LAKE

SANDTOFT

# Yorkshire Trolleybuses 2000



forced to have a cup of tea in order to discuss the day ahead.

We had previously talked about getting some working days going at the Museum to tackle some of the jobs which require our attention. We decided that today would be the first one, and duly let a few useful people know, and hoped they would turn up.

The job in hand was to re-align the kerbs outside the old Trolleyshop in order to guide vehicles away from the front of the depot: a white line will continue for the entire length of the depot front to form a footpath (It had been pointed out to us that we are short of pavements at the Museum and could be liable if an accident should occur because of this). Meanwhile, the *New Deal* team has been digging a "trench" across the roadway, from the corner of the depot to the *Ritz* theatre to enable a cable to be laid to complete the new three-phase electrical installation which the Company - under Steve Harrison's direction - has invested in quite heavily in order to improve the power supply to the central area of the Museum.

So, tea drunk, we set out to move kerbs and dig a hole through the concrete for a quadrant, or "cheese" kerb: this forms the corner of the kerbs which will enable us to provide a footpath from the Trolleyshop to the front fence.

We set off well. Rob chopped away using the hired compressor, and I started on the kerb line. When it got to noon we thought that we were going to be the only ones, but then my friend Duncan arrived. He is a professional kerb-layer, so after a coffee, we started to see kerbs move into place a bit quicker. The line for the new kerbs was soon up, going as far as the pedestrian gate and forming a gentle curve. Next, Bruce arrived, with Cheryl, and after removing seats from no.619 for cleaning, they joined the gang. Needless to say, a cup of tea was consumed before too much more was done.

Whilst mixing concrete for the corner stone, Ian arrived and set to on digging the cabling trench under the new kerb line to save them being disturbed afterwards. The stone was set in place, and kerbs duly spanned the trench. By now Sam had joined us, and the two ladies decided on a bit of equality! They commandeered the compressor, and set about breaking up the old path outside the Trolleyshop. Unfortunately, Sam found it difficult to reach up high enough to operate the jack-hammer, and when it was entrusted to Cheryl, the chisel snapped in half! (we did let her off when we discovered it was a faulty one though). Progress was made and with the kerbs completed - and after a cuppa - Duncan slid off, muttering something about it being harder than being at work! We continued, however. The concrete was smoothed off around the corner stone, and at the other end an end kerb

set in place. Both pieces of concrete were instantly walked on by my dog Tazzie.

Ian, Sam and Cheryl (by now christened Mrs Muscle!) continued to break up the old paving, whilst Bruce and I started to lay rubble to form an underlay for the new paths. With this scheme, the old lay-by has disappeared, (I was told it caused problems on open days), but the area will give us a larger garden for people to sit and picnic, or just relax. It is hoped to build a wall, with railings, along the edge of the area to make it safer for children.

Somewhere along the way, we stopped and had lunch plus more tea! Then we continued with more of the same. By the end of the day we had all the kerbs in place, rubble along the backs of them, and we stood back and were amazed at what we had achieved.

What a great day! What progress!

There are some of us at the Museum most Saturdays now, so if anyone fancies coming and helping ..... the kettle is usually warm. Ring me if you are travelling a long distance (to save any disappointment) to know what is going on 01427 872374. Come and muck in, you might even enjoy it!

#### **MAIDSTONE NO.72 APPEAL**

Maidstone no.72, which became the town's official last trolleybus, was one of a batch of 12 Sunbeam 2-axle vehicles having 56-seat bodies constructed by Northern Coachbuilders that entered service with Maidstone Corporation during 1946/7.

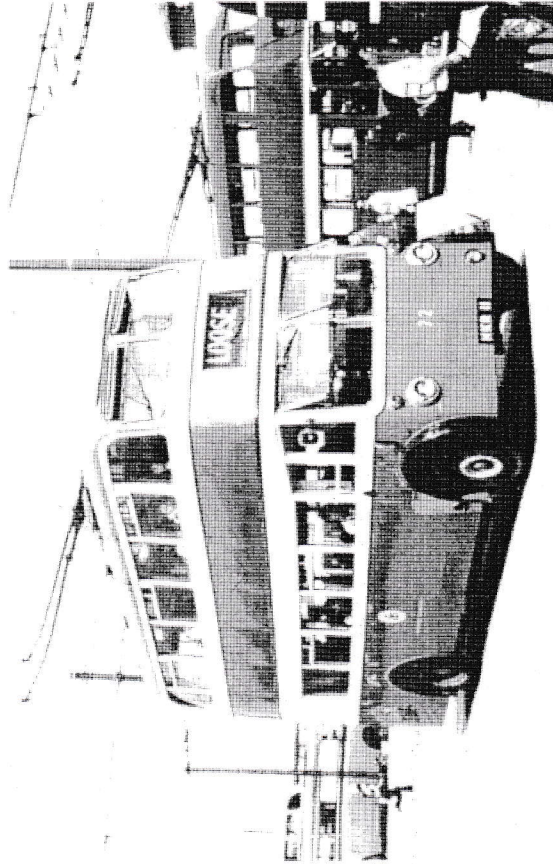
These trolleybuses proved extremely reliable and several of them - including no.72 - saw 20 years of service. They became very popular with passengers and crews alike and were the backbone of the undertaking's post-war fleet, plying between the Bull Inn at Barming and the town centre and on to either Sutton Road (extended to Park Wood in later days) or Loose. Unlike many other trolleybuses in Maidstone, these 12 vehicles were not re-bodied and hence no.72 remains largely in original condition, with only a few, very minor, modifications.

Following the closure - in April 1967 - of the Maidstone trolleybus system and a decision by the town council to preserve no.72, it was stored until 1969 in the old Tonbridge Road depot which had originally been constructed to house the electric trams (and incidentally was only demolished earlier this year, having had various uses since the buses moved out, to make way for new flats with an external design reflecting the architecture of the old depot, complete with the surviving tram track and cobbles left in-situ in the access road) No.72 was accordingly moved from Tonbridge Road depot to the corporation's new Armstrong

Road garage.

Subsequently, due to a shortage of space at Armstrong Road, no.72 was moved again, this time to temporary outdoor storage at the council's Harrietsham yard, before Maidstone Borough Council agreed, in 1977, to loan it to Sandtoft. No.72, sporting Maidstone Corporation's distinctive and attractive brown and cream livery, has been maintained by us ever since, and for several years was a regular and reliable runner.

Maidstone Corporation was unsurpassed in its decoration of trolleybuses for special occasions, so, following no.72's extensive adornment in 1967 for its civic role as the town's last trolleybus, the tradition was carried on at Sandtoft - in 1981, to mark the Royal Wedding and in 1987 to commemorate the 20th anniversary of no.72's retirement.



A scene from many 'Gatherings ago, Maidstone no.72 enters Sandtoft Square against a backdrop of JRD990 (an ex-Smiths of Reading AEC Reliance) and ex-Doncasterno.375.  
*Photograph courtesy of Photobus*

No.72 has not operated for several years now because of an electrical fault. Repairs will necessitate a certain amount of re-wiring, whilst the traction motor will also require attention. In order to get no.72 back into tip-top condition, worthy of the town it represents, a mechanical overhaul will be undertaken, together with renovation of its timber-framed bodywork and re-trimming of its seats. A complete repaint, inside and out, together with the sign-writing of authentic

advertisements, will complete the task. The estimated cost of the project is around £15,000.

Accordingly, a small working party in Kent - Malcolm Coates, David Hatt and Francis Whitehead - has, with appropriate local (Maidstone) and enthusiast publicity, launched an appeal to raise funds. A number of fund-raising initiatives are planned, including a slide show in Maidstone, and already donations have begun to roll in. Your generous support would be much appreciated. All contributions, big or small, will be gratefully received and your donation can be worth even more to us (over 28% more) if you merely sign a form to Gift Aid your donation.

Cheques should be made payable to "Sandtoft Transport Centre Limited" and sent to the Museum address, or cash can be handed over to staff in the Trolleyshop on open days. You can also help by purchasing a copy of drawings of Maidstone trolleybuses by former Maidstone resident, Barry Wallond: these fine prints are available, individually signed, from David Hatt at Maidstone Toy Fair meetings or from Malcolm Coates (tel. 01622 725606), price £8.00 (plus postage). They are also available framed for an additional cost. Ask for details and price.

### **A LOOK BACK AT THE DEVELOPMENT OF SANDTOFT SCENE** *through the eyes of its former Editors*

**Founder Editor, Andy Fieldsend writes:**

The appearance of *Sandtoft Scene* can be taken as the point when Sandtoft Transport Centre finally stepped out of the shadows of the Contributing Societies which had supported it in its early years and asserted its own identity. A publication under this name first appeared on a single sheet of A4 as a special for the 1986 'Gathering, produced by the Friends of Sandtoft Transport Centre in an attempt to encourage 'Gathering visitors to become members of the Museum. The print run was about 200 and few copies are thought to have survived.

*Sandtoft Scene* no.1 appeared in April 1987 with myself as Editor and consisted of eight pages. The major feature was "Scene at Sandtoft" a round-up of progress on site during the past three months, but the contents also included such long-lost items as 'Junior Scene' and "Boxwagon Cookery". The style was designed to be a combination of lightweight, (silly, even, in the mould of the excellent DO&LRS magazine *Fleelines*, then being produced by John Law) and serious, including official announcements and Board reports. Initial reaction to the appearance of the magazine was perhaps mixed, and the "Scene at Sandtoft" contributor lost interest after just two issues, but Jim Sambrooks stepped into the breach and publication continued on a quarterly basis.

Regular improvements were made to the format, such as the inclusion of photographs from *Sandtoft Scene* no.5. Eventually I was editing a 20-page, typed (cut and paste had a different meaning in those days) magazine which my brother kindly let me produce on his photocopier. Consequently we were able to keep the annual cost at £1 per member, including postage. I was normally able to include two major articles per issue, one on trolleybuses and the other on preservation. The magazine had become an integral part of Sandtoft, and I was receiving a regular and much appreciated supply of contributions from members and non-members. After 12 issues, the challenge of setting up the magazine having been achieved, I moved on to set up another magazine, *Trolleybus Scene*, and handed over *Sandtoft Scene* to John Whitehead.

As a little postscript to those early days, when my brother finally replaced his faithful old photocopier a few years ago, it was donated to Sandtoft as part of the Museum's heritage.

### **The 'Scene's second Editor, John Whitehead takes up the story:**

My period as Editor of *Sandtoft Scene* was fairly brief. From what I remember, Andy Fieldsend stepped down, coincidentally and unrelated, just after a major change took place to the composition of the Board (of which he was not a member) at the AGM on 25th November 1989. The new Board inherited a rather cash-strapped organisation in need of some very urgent attention and *Sandtoft Scene* came close to being scrapped entirely as an economy. However, it was decided to retain it as an essential link with members, benefactors, supporters and Museum workers but that with immediate effect (No.13), it would be reduced to being a quarterly 8-page A5 publication, essentially restricted to publicising Board policy and decisions, recording Museum progress and indicating future events, staff notices, etc. At that time, enthusiasts became Sandtoft members only through one of Sandtoft's Contributing Societies and it was felt that the journals of those societies already provided adequate magazine-style reading material.

I landed the Editor's job, I suppose, because I had two periods as editor of the British Trolleybus Society's monthly journal *Trolleybus* to my credit. At the time, home PCs were only just coming in: I didn't have one and the idea of drafting 8 pages once a quarter was quite feasible during lunchtimes at work in a central London office. This would then be typed out at home in the evenings.

Sadly, it was at about this time that the recession began to bite, particularly in the construction industry and, not for the first time, the future of my job as a quantity surveyor became insecure. It became the norm. to work one's lunchtimes and take work home to complete - and certainly not get paid for it! I managed to get the remaining 1990 issues, Nos.13, 14 and 15, out more-or-less on time and I am still very proud of

a two-page Editorial I wrote in No.15 !! Thereafter, keeping any sort of a promise to meet deadlines in 1991 proved impossible and with great difficulty three issues (Nos.16, 17 and 18) were rolled into one and published early that July - just in time to cadge help for the 'Gathering.

I said I intended to get another edition out in October 1991. It didn't happen. Declared redundant from my job instead, in its aftermath I am afraid *Sandtoft Scene* came way down the list of priorities and for a whole year the side was let down. Enter M.F. Barratt with No.19 (July 1992).

My postscript is that (also) In July 1992, I was begged by its founder to take over the editing of *AEC Society Gazette*. That, too, has had its ups-and-downs in terms of sometimes failing to meet regular publication deadlines, but I started with Issue No.32 and I've just put Issue No.63 to bed.. I have only managed it, though, in a self-employed situation.

### **Third editor, Michael Barratt continues:**

When I took over the role of editing *Sandtoft Scene* it was with a view to producing a regular journal for all members of the Company especially as I was aware that many had joined the Contributing Societies not for membership of those societies principally, but so that they could be involved with and follow the fortunes of Sandtoft Transport Centre.

On inheriting the role I found that publication of *Sandtoft Scene* had become sporadic and many members lamented not having a regular newsletter. My initial aim was for regularity and I started by publishing dates of forthcoming issues and sticking to a very strict timetable (four editions per year). Occasionally this produced some thick as well as thin issues but the regular contact became important and members could expect and look forward to receiving their news of the Centre however thick or thin on a given date.

The journal did not seek to replace the Contributing Societies' publications and I tried to restrict articles to "newsy" items about the Museum and not historical articles about vehicles and systems. I also wanted it to become the "vehicle" by which important issues and policies were announced and it was used for notices of meetings and reports of meetings.

Originally the journal was "cut and pasted" using some templates from John Whitehead, the previous editor, but with increased proficiency with the PC and better software, a clearer and more consistent product was possible.

When I finally gave up the position after a number of years (doubling the total number of issues published from when I had taken over) I felt that I had left the journal in a stronger and more established state from which

a more technically minded (and somebody with more time on their hands) person could take it further. This does seem to have been the case with the introduction of better desk top publishing and the inclusion of clearer scanned photographs. I wish the journal continued success for many years to come.

#### **The present Editor, Dave Shepherd comments:**

All three former editors have raised some very valid points, particularly those around the 'Scene coming out on time. Often these days the 'Scene is delayed for no other reason than the fact there is little or nothing submitted for publication.

Founder editor Andy Fieldsend mentions that several features no longer appear in the 'Scene: would anyone like to take up the challenge and resurrect these, or provide other articles? Articles do not always need to be serious, a little humour here and there would not go amiss. Nor does it need to be a major literary work - a few lines on the back of a fag packet can be typed up to make into an article. Perhaps for the "Boxwagon Cookery" we could include some recipes using the plentiful supply of whitworth nuts available on site.....

This special fiftieth edition marks a milestone for *Sandtoft Scene*. Only with your help can we look forward to the next fifty.

#### **THE LIFE AND TIMES OF SANDTOFT SCENE**

*compiled by Francis Whitehead*

With this edition, exactly 14 years after it first appeared, *Sandtoft Scene* celebrates its 50th issue. Like the Museum it chronicles, the 'Scene has changed a lot in that time.

Following an A4 single sheet "pre-production" issue in July 1986, issue no.1 (April 1987) was edited by Andy Fieldsend and Chris Oliver: it consisted of 8 A5 pages with a 1987 publicity pamphlet bound in its centre (Chris dropped out of the editorial "team" a few issues later). A small line drawing was included in the journal's title block at the top of front page. This format was retained for the issues published in July and October 1987 and in January 1988 (nos.2 - 4).

In April 1988 (no.5) a new cover layout was introduced: the front page was revised to a display with a large line drawing (by Bob Ashton). Subsequent issues had different line drawings. The 'Scene continued with issues in July and October 1988. 1989 saw issues in January, April, July and October and Andy's final edition (no.12) came in January 1990 when he handed control to John Whitehead for him to produce issue no.13 in April 1990.

John produced issues in July and October 1990 and also the marathon combined triple issue (nos.16/ 17/ 18) in July 1991.

*Sandtoft Scene* no.19 (a whole year later, in July 1992) welcomed new editor Michael Barratt. This edition also introduced coloured paper for the cover. Following the October 1992 edition (no.20), the issue of the 'Scene was changed from a month-based system to a seasonal one, commencing with the Winter 1993 edition (and it was intended that the colours of the seasons would be reflected in the coloured paper used for the covers).

The Summer 1994 edition (no.24) was produced with all pages on pink paper, whilst the Summer 1995 edition (no.31) introduced a new (and, it turned out, short-lived) cover layout, but still encompassing a line drawing and for this edition, all pages were yellow. In the Autumn 1995 edition all pages were on orange paper (and black print on orange paper is difficult to read!) and the same edition introduced text in a sans-serif type-face in lieu of the typewriter fonts (themselves quite varied in both size and style) used hitherto. Many previous editions had also utilised a literal "cut & paste" (real glue!) technique and different sizes of print where an "original" had been reduced in size before pasting in gave rather a ragged appearance. The changes introduced in Autumn 1995 gave a much cleaner page appearance.

In yet a further change, the following (Winter 1995/6) edition, (no.33) saw the current cover layout introduced. This edition was actually edited by Dave Shepherd, although Michael Barratt officially remained editor. Spring/ Summer 1996 edition (no.34) was again, actually edited by Dave Shepherd. This edition introduced a photograph onto the front cover as a matter of course (various editions had previously contained photographs on the inside pages) and ensuing editions tried out different methods of reproducing reasonable quality photographs - with varying degrees of success!

Autumn 1996 (no.35) was the first edition edited by Dave Shepherd in his own right and the format has remained fairly consistent since, carrying on with coloured paper covers most times, but more recently with all-white paper for many of the "Winter" editions. This special edition for the 50th issue is the first to have a colour-printed cover and colour photographs, but the cost of this may prevent it happening too often!

The number of pages has varied widely from edition to edition. The entire production (apart from the written word) of *Sandtoft Scene* from the start was the editor's responsibility. So, up until Michael Barratt stopped doing the editing, the editor generally compiled, typed, photocopied, collated, stapled, folded, enveloped, addressed, stamped and posted 'Scene himself each time (I think Michael enlisted the help of his secretarial staff on occasions). The current editor, assisted by his good wife, electronically compiles the copy he has been supplied with

by contributors and this is sent to me electronically to lay out and to get the rest of the production process completed (the address labels come from the Membership Officer), filling in or getting other contributors to fill in the (often many) gaps on the way, to "make it fit the available space". The journal has always been a low-budget photocopied production (it does have an allocated budget these days!), being regarded by its various editors as the "parish magazine" of the Museum. Finally, on only a very few occasions has a commissioned advertisement been carried, although various advertisements to do with preservation have appeared free of charge.

### **HENRY RILEY**

It is with sadness that we report the death, following a long illness, of Henry Riley on 24 January 2001. Henry was interested in the development of our Museum and we were deeply honoured when he very kindly donated his extensive collection of car badges to us about two years ago. Some of the Henry Riley Car Badge Collection, as it is now known, is currently on display in the Axholme Stores and draws much comment from our visitors. We extend our condolences to Henry's widow and his family at this difficult time for them and will be pleased to welcome them to our Museum in the future.

### **GIFT AID FORMS**

A big "thank you" to all those who have completed and returned their Gift Aid forms, and a gentle reminder to those who haven't that it costs you nothing to sign the form and return it to the Museum (well, it could cost you 19p).

The Museum benefits by an extra 28% on all Gift Aided donations and membership subscriptions - that is at least £1.40 for each membership subscription. If you have lost your form, drop us a line to ask for another, or pick one up from the Trolleyshop.

### **LETTER TO THE EDITOR**

*From John Parkin, Carshalton, Surrey*

Two issues I should like to comment on. Firstly I have heard criticism over the payment for individual trolleybus rides after having sampled the initial free ride. It may be only a small amount, but one of the main features of Sandtoft must be that it provides the opportunity for people to ride on a trolleybus under power, be they familiar with trolleys from their childhood days or in all probability someone who has never travelled on a trolleybus before. I am sure that parents would like to

encourage their children to travel on the green trolleybus, the red one and so on and each ride adds up.

If, as is the case with the Crich Tramway Museum, Carlton Colville and the Black Country Museum rides were included in the admission, I am sure it would retain a lot of goodwill. I feel that say 50p added to the admission would not be noticed, but paying for extra trolleybus rides most clearly is.

What is good is for a ticket to be issued by a conductor/ conductress who is wearing a smart uniform, to depict the way public transport used to be. I must say there are occasions when at various bus rallies, etc the drivers are dressed in jeans and tee shirts. This clearly reflects the sloppiness of many bus drivers in present times, but it is not the way in which the trolleybuses were staffed when they were running.

The second point is that the commentary at the Sandtoft Gathering was at times interesting, at times amusing; at times informative and at times downright irritating. One can listen or try to mentally turn off. Where there is a problem, however, is with video filming. The filmer is concentrating on the moving trolleybus and will probably stop filming when the trolley stops. Unfortunately, however, our commentator's words are heard quite clearly and then he is often cut off in mid-flight, which tends to be the irritation. I know it is good to have some public address facility, but I think care needs to be taken, even if there are a lot of "Bobby Dazzlers" visiting the Museum !!

*The Editor replies.*

*Thank you for your thought provoking letter. Perhaps I may answer some of the points you raise.*

*Fares are normally only charged at the 'Gathering; currently on most other Trolleydays rides are free of charge to visitors. As a long-standing member of the traffic department I do take your point about dress standards - indeed, a dress code is set out and in an ideal world this would be the rule. Unfortunately as we are dealing with volunteer staff enforcement is a different matter. Often there are insufficient appropriately dressed staff available at the time and accordingly, when the duty dispatcher is faced with a choice between casually-dressed crew who are often press ganged at the last minute or no crew at all, the choice is obvious.*

*The public address is often activated by a remote radio microphone, and it is inevitable on days like 'Gathering that someone's video will be affected - at least we have stopped broadcasting music all day over the p.a. following complaints about that! I trust this goes some way to answering the points you have raised.*

## **OPERATIONS AND PUBLICITY**

Operations Director, Chris Proctor, is responsible for all aspects of the operation of the Museum (as opposed to its maintenance or development, or the vehicles). Operations take in such diverse activities as publicity, open day arrangements and features (except 'Gathering, which is arranged by a separate team that liaises with Chris), gate and admissions, trolleybus and motorbus operation, platform staff and drivers, Trolleyshop, catering, the lecture theatre, and much more. And as the railway starts to operate, it, too, will need to be staffed.

Why tell you all this ? Well, Chris cannot do it all himself, even when assisted by his family ! In all fairness, there are often (but not always) enough people to operate the trolleybuses. Unfortunately though, far too often just a very few regulars carry out all the tasks that make an open day successful - and that does not include the getting out, preparation and cleaning of the trolleybuses for service or the putting away afterwards. The Museum urgently needs more help from you, the membership, on open days. It would be a great help to Chris if someone could take on the post of Traffic Manager; equally, some assistance is needed in the Trolleyshop - which relies heavily on the Proctor family, who devote every bank holiday weekend to the Museum, and who give up many other Sundays during the "visitor season" for Sandtoft.

Also vital to the wellbeing of our Museum, is publicity. Whilst some duties are currently shared between Aiden Proctor, David Brown and Alan Burgin, it still needs to be "managed" - and Chris has, regrettably, decided that he cannot give publicity sufficient attention: he will remain the link with the Board, but he has to hand over the publicity planning and management to someone, or the rest of the Operations Department will suffer.

Come on everyone, can you help, not only with these specific jobs, but with the general operations ? Please contact Chris at the Museum address if you can be of assistance.

## **CONDUCTING THE ISLE OF AXHOLME TOUR**

**Steve Gill**

One of the items on the schedule for a running day is the Isle Tour. Depending on demand, it usually operates once, departing at around 3pm; the tour lasts about half an hour, starting at the gate and it is "first come, first gets the seats". The bus that is used is normally the one that has just done the Doncaster Free Service run, and the driver is anyone (with a full PCV licence and on the insurance !) who can be pressed into driving (not knowing the route is not an excuse: a right turn at the gate, then three lefts and you should arrive back at the gate).

Once the bus is full and the arguments about not getting a seat are

over, when I conduct, I start telling passengers that if there is a fire, please get off the bus ! The driver gets some stick when I announce he has just come out of the pub (not really !), and his last job was the lookout for the *Titanic*. Then onto a brief history of the Sandtoft Museum before we pass the hamlet of Sandtoft. "Don't blink please as you might miss it". A sharp left at the roundabout on the road to Epworth. At this point, whilst the passenger are being thrown around because of the very bumpy road, I tell them about the famous people who have lived in Epworth - Ian Botham, Benjamin Huntsman, Leslie Garrett and of course the Wesleys. At this point I sing a hymn from the Methodist hymn Book.

After going around Epworth town, looking at the vicarage and the pub that Ian Botham used to drink in, we head out towards the next village passing the windmill house on the way. Driving on, passing wonderful scenery, I point out the picnic area around the pond with the swans (that is you can see through the steamed up windows), and we reach the village of Belton - not as famous as Epworth, but nevertheless, still a pretty place. Mike Dare's chapel, with its preserved trolleybus and motor buses is always a good talking point ; the story about parking his vehicles on the wooden floor always goes down well. Another windmill house is passed before we come to the Sandtoft airfield: I point out the Scud missiles, the navy plane, the Douglas Dakota, and my private jet ! We are now on the last leg of the trip. The bus now doing 98 miles an hour (some hopes if it is no.33 !) and just time to show the old Sandtoft aerodrome control tower before we stop outside the Museum gates. Then we try to charge the passengers again the admission fee to get back into the Museum. Most people enjoy the run, and it does offer an interesting journey on a preserved motor bus.

## **SANDTOFT SCENE**

We apologise to members (and particularly to the contributors to this edition) for the very late appearance of the 'Scene. A disappointing lack of copy at the press date and consequential "chasing up" and soliciting of items, together with some technical hitches (including an unprovoked virus attack), all conspired to make the 'Scene miss various opportunities of windows for its production. However, we got there in the end and we hope you all enjoyed reading it !

Contributions for the next issue (June) of *Sandtoft Scene* are required as soon as possible, please (we want to catch up on the publication schedule - see below). As ever, we cannot produce a journal when nothing is submitted.....

**Contributions to Editor by "Latest posting" date**

Summer 2001                      9 June 2001

30 June 2001

# Sandtoft Transport Centre

## THE MUSEUM OF THE TROLLEYBUS

Belton Road Sandtoft North Lincolnshire (Just off M180 Junction 2)

### Open Days in 2001

Open 12 noon to 5pm unless stated otherwise (below) for special events

April	15	16	
May	6	7	27 28
June		24	
July	8	28	29
August	12		26 27
September		16	
October		21	

See below for details of:-

Free bus service from Doncaster on dates in shaded columns, and special events on dates outlined

- Trolleybus rides · Exhibition of public transport artefacts & equipment
- Free motorbus tours · Period shop window displays · Slide shows
- Trolleybus & bus driving simulators · Souvenir shop · Children's play area
- Refreshments · Picnic areas · Tourist information · Free parking at all events



24 Hr Information Line

01724 711391

#### Museum Admission

Adults

Concession

Family

Charges for 2001: (Child 5 - 16 & OAP's etc.) (2 adults + up to 4 concessions)

Open Days (not 29 July) £3.50 £2.00 £10.00

Gathering Event (29 July) £5.00 £2.50 £13.00

Free bus service from Doncaster operates on all dates in shaded columns of above list.

Bus departs Doncaster South Bus Station (stand B2) 1.30pm and Doncaster Rail Station 1.35pm, return bus departs Sandtoft at 4.30pm (Journey time approximately 30minutes)

**Special Events** (featuring more than the usual attractions):

**28 May:** (subject to confirmation) **Re-launch into service after restoration of London 1812 and Glasgow TB78** with due pomp and ceremony. Contemporary cars, and buses and commercial vehicles from both cities are invited to attend

**29 July: Sandtoft Gathering Open 10am to 6pm** Historic vehicle displays, transport bazaar, funfair, real ale beer tent, brass band, free half hourly bus service from Doncaster 10.00am until 4.00pm (last return trip at 6.00pm)

**August 26 & 27: European Weekend** Selection of European trolleybuses in operation. Other continental vehicles of all types are invited to attend

**September 16: Six-Wheel Sunday** Exclusively, a selection of 6-wheel (3 axle) trolleybuses in operation. Discount admission for visitors bringing any 6-wheeled (3-axled) vehicle or pair of 3-wheeled vehicles

**October 21: Yorkshire Day & St. Leger Rally Open 12noon to 6pm.** Yorkshire trolleybuses in operation, visiting vehicle display & cavalcades. Additional free bus from Doncaster South Bus Station at 11.30am (11.35am at Rail Station)

SANDTOFT TRANSPORT CENTRE LIMITED is a company limited by guarantee (Registered in England No. 1747475) and a Registered Charity (no. 514382). The Company reserves the right to alter or cancel any event or attraction without notice

Enquiries to OPERATIONS DEPT., Sandtoft Transport Centre Limited, Belton Road, Sandtoft,

Doncaster, South Yorkshire, DN8 5SX. (Enclose SAE Please)

Website: [www.sandtoft.org.uk](http://www.sandtoft.org.uk), E-mail: [enquiries@sandtoft.org.uk](mailto:enquiries@sandtoft.org.uk)