

# SANDTOFT

# SCENE

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THE JOURNAL OF  
THE TROLLEYBUS MUSEUM  
AT SANDTOFT



# The Trolleybus Museum at Sandtoft

SANDTOFT TRANSPORT CENTRE LIMITED

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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.

**FRONT COVER PICTURE:**  
Tuesday, 22 June 2004 saw Maidstone no.72 back in the town's High Street, over 37 years since it had last been there as Maidstone's last trolleybus. Looking very much at home there, it attracted much interest from local people.

*Photograph by Malcolm Coates*

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.

## “SECURING THE COLLECTION”

- Latest Developments on our Proposed Heritage Lottery Fund Bid  
Most members should by now be aware of the Board's plan to seek Heritage Lottery Fund monies for extensive improvements at the Museum in the next few years - a broad outline of the overall plan was set out in the last issue of *Sandtoft Scene*. Since then, although the timescale for preparing the scheme has lengthened, the Board have been busy working to progress phase 1, which has to

- (a.) enable all our irreplaceable exhibits to be kept under cover
- (b.) improve site security
- (c.) enhance accessibility and interpretation for our visitors

The stage 1 project is dependent on the acquisition of further land to the rear (or north) of our existing museum site, on which a new exhibition hall would be erected to house around 14-20 vehicles, depending on the internal layout adopted. This will enable suitable vehicles to be displayed in a far better viewing environment than the existing crammed-in, draughty depot allows, with full disabled access and displays arranged on appropriate themes. It should also allow the exhibition of many more related “small exhibits”, to tell the whole story of the trolleybus in an intelligible form.

Negotiations have continued with White Farms Ltd, assisted by the District Valuation Officer, and appear to be approaching a conclusion. The Board have obtained quotes for the fencing, (of the additional site and the existing “back straight”) and have also sought advice to give us some useful information on the exhibition hall specification and likely costs. We are hoping to be able to put up a building of 30metre single span, x 45metres long (that is around 100ft x 150ft for those of us who still think imperial measurement), with insulated walls and roof, and sealing shutter door on the eastern end for vehicle access. Pedestrian doors will comply with new disabled access standards and the whole building creates a vastly superior facility to anything we have ever had before ! So how much will all this cost ?

Our researches indicate that stage 1 could exceed the target figure of £300,000 that we originally set. The various elements of the scheme contain many variables, so we are now actively considering the options so as to minimise costs and optimise funding. It is quite possible that we will need to up our targeted budget so that the essential criteria for phase 1 shown above can be satisfactorily met. What is clear is that the most any grant or grants will be is 90% of the estimated costs, and we will need to find the balance in a complex combination of cash, volunteer labour and other material contributions.

Since our appeal for financial assistance for the project started, donations and pledges have already topped £6,000 - many thanks to all who have responded

so generously ! - but we still need lots and lots more !

We are asking every member to donate **at least £200** to the appeal (if given via Gift Aid., **this is £156.25 from YOU** and £43.75 from the Government).

Whilst it would be good to have the cash from you now, it is not essential and so we are seeking pledges, or promises, of that amount (it can, of course, be more if you can afford it, or less if you can't) for payment by when we need it (originally Christmas, but now it looks like Easter 2005). We suggest payments could be made by monthly instalments by standing order (to make it easier for you), or in a lump sum, but we do need to know **NOW** if and how you can help.

Combined Pledge/ Standing Order forms were sent out with the last edition of *Sandtoft Scene*, so if you still have that form, please fill it in and send it back as soon as possible, and if you want a form, send a request for one to the Museum address (or an email to [fwhitehead@sandtoft.org](mailto:fwhitehead@sandtoft.org)).

Please help in whatever way you can - this really is a unique opportunity to see Sandtoft develop !

### **CREDIT CARDS NOW ACCEPTED !**

We are pleased to announce that we are to install a credit card facility in the *Trolleyshop*. We cannot promise, but it will hopefully be up and running by 'Gathering. This means that we will be able to process Museum admissions and sales from the *Trolleyshop* by credit card and by debit card. We are not sure yet, but it is also hoped that we will be able to accept membership renewals and donations the same way. The terminal will be of the "Chip and PIN" type (do we hear someone saying "That's a bit modern for Sandtoft" ??). We hope this will result in a bigger turnover in the shop and possibly lead us to postal or even internet sales in the future - if we can resource them.

We would urge you to buy your transport books through the *Trolleyshop* (if they do not have an item in stock, ask if it can be ordered for you. Let Sandtoft have the profit, not some high street chain !

### **'GATHERING 2004**

Yes, it is that time again. The dates are Saturday 24 July ('Gathering Preview Trolleyday, open 11.00 am - 10.00 pm), with the beer tent open and a late trolleybus service and the day itself, Sunday 25 July (open 10.00 am - 6.00 pm) with the free bus service running ½-hourly from Stand WS1 (opposite Railway PH) West Street Doncaster (near South Bus & Railway Stations) between 10.00 am and 4.30 pm with the last return trip from Sandtoft at 6.00pm.

We make the usual appeal for helpers on both days - but more so this year. We really do need your help at 'Gathering, even for just an hour or so. We know members come to visit that day, but do not assist with the running, so please, if you are one of those, please make an effort to help us this year. We need trolleybus drivers and conductors, and volunteers to help man the main gate (where we need to sell tickets and programmes and give out and receive

back Gift Aid forms) and volunteers to direct cars into the car park. The gate has to be manned from 7.00am as stall holders do arrive early to set up. There are other vital jobs as well. 'Gathering is a major source of income for us and running it requires team effort, so if you can help, please contact Brian Maguire as soon as possible on 01427 872374 or (mobile) 0771 2708 398 or leave a message on the Museum's office phone, 01724 711846. Overnight sleeping accommodation is available, but limited and allocated on a first come, first served basis (see page 6 for details).

### **2004 TROLLEYDAYS**

We are now well into the visitor season: it is early yet to judge, but perhaps not totally unexpected that Saturdays have, so far, been relatively quiet. We hope that the Summer holiday season will see numbers pick up.

Meanwhile, the Easter weekend - particularly the bank holiday Monday - proved popular. David Lovegrove and Dave Franks had put together a small exhibition in the *Axholme Stores* about pirate radio (the weekend almost exactly coinciding with the 40th anniversary of the start of broadcasting by Radio Caroline). The exhibition is to remain in place for the rest of this year, and did attract some useful publicity over Easter in the local press and on radio - Francis Whitehead getting onto BBC Humberside twice with different phone interviews.

The Monday saw around thirty Morris Minors of all sorts, including an ex-police panda car at the Museum - and a good crowd of visitors as well (we could do with more events like this one !). The Scunthorpe branch of the Morris Minor Owners Club, who organised the rally, were particularly pleased - it was their first such event and may be we will play host to them again.

On Easter Saturday, before the Museum opened to the public, and following a short and fitting service attended by more than 20 members and friends and conducted by Canon Brown (vicar of Epworth), Geoff Griffiths' ashes were interred in the memorial garden at the Museum.

May Day bank holiday weekend turned out to be a normal Trolleyday: it had been hoped that Maidstone no.72 would have been ready to be put into service, fully completed, but it was not quite ready, although it did make a couple of demonstration trips.

Spring bank holiday weekend witnessed another success, with five pre-war and wartime trolleybuses (Bournemouth no.99, Reading no.113, Derby no.172, Liège no.425 and Limoges no.5) in service.

The programme for the rest of the year is:

#### **'Gathering Preview Trolleyday**

(open 11.00 am - 10.00 pm)

#### **Sandtoft Gathering 2004**

(open 10.00 am - 6.00 pm)

Sat Sun Mon  
July 24

July 25\*

Mid-August Trolleydays	August 14	15*
<b>Six Wheel Weekend (AUGUST BANK HOLIDAY WEEKEND)</b>	August 28	29* 30*
<b>European Weekend (FEATURING OVERSEAS VEHICLES)</b>	September 25	26*
Mid-October Trolleydays (SUNDAY IS ST. LEGER RALLY)	October 16	17*
<b>November Twilight Running Trolleydays</b>	November 6	7*
<b>Santa Days (open 11.00 am - 4.00 pm)</b>	December 11	12

\* denotes free bus service on these days, departing 12.30 pm from Stand WS1 (opposite Railway PH) West Street Doncaster (near South Bus & Railway Stations). Return trip departs Sandtoft at 4.00 pm (approx. 30 minute journey time).

✚ Gathering Day (25 July) only the free bus service runs ½-hourly from the same stop 10.00 am to 4.30 pm with the last return trip from Sandtoft at 6.00pm.

For those members wanting to come at other times by public transport and work at the Museum, the nearest regular bus services from Doncaster are the 68 (Doncaster - Thorne) and the 88 (Doncaster - Goole), both of which stop at the Green Tree PH, about 4 miles from Sandtoft. If you know your likely time of arrival, quite possibly someone could pick you up, but you need to make arrangements beforehand - by contacting Brian Maguire.

Another reminder that we need your help and support to make our Trolleydays and 'Gathering a success. Please try to assist: let Chris Proctor know when you can come along and help on Trolleydays, either by email [chrisproctor@sandtoft.org](mailto:chrisproctor@sandtoft.org) or write to him at the Museum address. We also need people to get vehicles out and cleaned, to help on the gate and do a host of other things - training/ instruction can be given where required and a good time is to be had by all.

For those who can help on more than one day, a reminder that for a donation of just £3.00 per night to cover its maintenance, we have overnight sleeping facilities in our "mobile home" unit - contact Brian Maguire on 01427 872374 (phone/ fax) or 0771 270 8398 (mobile) or email him at [brianmaguire@sandtoft.org](mailto:brianmaguire@sandtoft.org) to book - it is first come, first served.

### VEHICLE OWNERS AGREEMENT

The meeting of vehicle owners on 10 April, and feedback from those unable to attend, raised a number of points that the Board have now tried to incorporate into the proposed agreement. All in all, there was agreement on what was being proposed, so it is hoped that individual agreements will be signed in the near future.

### NEW MEMBERS

We bid a very warm welcome to the following, who have joined the Company

since the start of the current membership year

Colin Allan	(Goole)	Spencer Lane	(Settle)
Raymond Bentley	(Yelverton)	Dr. Gordon Lethbridge	(Slimbridge)
Brian Blackburn	(Beccles)	Ronald Messum	(Mallorca)
Peter Blears	(Ilminster)	J.H. Milne	(North Ferriby)
Robert Cole	(Winchester)	Miss Sarah Moxon	(Crowle)
Richard Cowling	(Brigg)	Gordon Muir	(Upminster)
Roy Elliott	(New Holland)	George Payling	(Thorne)
Anthony Fleckney	(Kingston on Thames)	David Pack	(Darwen)
		Roy Pearce	(Walsall)
Andrew Frow	(Rotherham)	Miss Janice Roddis	(Brigg)
Mrs. Gaynor Harrison	(Immingham)	Allan Shepherd	(Goole)
Gordon Harrison	(Immingham)	Richard Shrive	(Witham)
John Huddleston	(Derby)	Russell Sibley	(Crowle)
Peter Jackson	(Reading)	Ben Spooner	(Holmfirth)
Harry Jones	(Isle of Man)	Joshua Sutton	(Grange Moor)

It is good to have you all with us and we trust our association will be a long, enjoyable and mutually beneficial one. We look forward to seeing you at the Museum - please introduce yourself when you visit!

### MUSEUM NEWS

#### General:

Most of the woodwork on the *Axholme* Stores has been repainted, in some instances in different colours to before, with the shop names also being rewritten. The result is most pleasing (it is amazing how shabby it had all become). Thanks to Gerry Carroll (amongst others) for doing this.

Cheryl Crowther and Bruce Lake cleaned and tidied the prefab bungalow ready for the season, and also tidied up tits garden. There are now information notices for each room of the prefab.

On 20 March, we hosted a meeting of the National Association of Road Transport Museums (NARTM). Over 30 delegates representing the leading UK road transport museums attended amongst them, many well-known personalities from the movement. A short presentation about our Museum and plans was followed by one of Mike Dare's conducted tours of our collection and a few trips around the trolleybus route using Glasgow TB78 and Liège no.425. Our visitors were clearly impressed with their visit (apparently it was the best-attended NARTM meeting ever!) with some delegates staying overnight (in hotels) and then going (in Doncaster no.22) to the Appleby Frodingham Industrial Railway at the Corrus Scunthorpe Steelworks, where a special steaming had been arranged for them. Thank you to all our members who put so much into making it a good visit. Its value is in-measurable as the delegates go back to their own museums and hopefully pass on the message to their visitors that Sandtoft is worth a visit.

After a break to do other jobs, work on the rotten flooring and wall in the tram shelter resumed. A broken pane of glass has also been replaced. There is further rot in part of one wall, which will be sorted out in the next few weeks.

The *Trolleyshop* has been wired to allow a credit card terminal to be put in. As noted on page 4, this should be on line by the end of July, and hopefully before 'Gathering.

We are part of three nation-wide promotional campaigns aimed at family trips out - Cadbury's "Great Things To Do", Müller's "Family Days Out" and Iceland's "Summer Family Fun For All". Each one involves vouchers on special promotional product packs, choosing visitor locations from dedicated websites and admission on a "2 for 1" basis. This is the first time we have taken part in such ventures, so it will be interesting to see how much trade it generates.

A running board showing which trolleybuses are "passed out" is now in place in the Traffic Office and will be very useful as a quick visual aid for everyone to see what is available for running. Note Would drivers please fill in any faults found on vehicles in the "Comments" column, particularly if they should stop a vehicle running.

Activity with publicity continues (it is a never-ending job). With the new colour leaflets available (just), a leaflet swap organised by Lincolnshire Tourism at Woodall Spa was attended; a few days earlier, we also went to a similar event in Harrogate, this time organised by the Yorkshire Tourist Board, although the new leaflets had not materialised at that stage. Our publicity material also went to a tourism event at the NEC in Birmingham earlier in the year. Member Geoff Wellburn has spent a lot of time visiting various tourist information outlets in West and South Yorkshire distributing our literature. Thanks to Geoff and everyone else who has taken time out and assisted with spreading the word.

The information point tram body was cleared out of out-of-date leaflets before the season started, and new leaflets substituted. A new "Tourist Information" sign has been made for it and fixed in place.

#### Access Is The Name Of The Game.

Most of you will have read in the last edition of *Sandtoft Scene* about the plans for extending the Museum. As well as this proposed enhancement, work is still being carried out on the "existing site" to further improve it and enable people to access the various attractions around the Museum in greater safety.

Many areas have been levelled with soil, where there were uneven dips in the grass, unnecessary posts have been removed to stop those with poor sight bumping into or falling over them and some trees have been removed where they were too big and close to the *Axholme Stores* building. A dish of water is sited outside the entrance to *Dorothy's* for guide dogs, whilst seats have been moved to safer positions. However, the main task that has been undertaken in the last few weeks and months is the installation of a footpath from Sandtoft Square to the *Sunbeam Cycle Shop*. (a small path was provided along the

back straight a couple of years ago). This job required moving the overhead across slightly by the back gate and the installation of seven new traction poles. It also required the removal of seven or eight poles once the overhead had been transferred.

The poles have come from our stock, mostly ones jacked out by members several years ago in Reading and Bradford. All the poles erected in 2003-4 have been shot-blasted first to remove all the old paint and rust, and have been primed and painted with good quality paint. New straps have been used for most of the poles and new span wire, all to ensure the best possible job.

The line of the pathway cuts across the grass corner opposite the toilets and workshop to form a smooth curve: at a later stage, the grass area will be removed to allow the roadway itself to be re-aligned. The street lighting has been removed, overhauled and re-instated, with new cables also laid. The last traction pole for this scheme was planted on 11 June and three redundant poles removed on the same day. This stage of the project is now complete - a fantastic effort by all concerned.

The next stage of the improvements, hopefully later this year, is the building of a platform and island outside the toilets for a bus station. This will enable trolleybuses to pull up at a bus stop close in to the kerb - unlike the present arrangement by the *Ritz*, where the kerb curves to the right, precluding trolleybuses and buses from getting very close to the footway. The new island will enable left-hand-drive vehicles to also load from the kerbside, and will provide a stand for the Isle Tour and Doncaster service buses.

The work just completed has been grant assisted by funds from the Yorkshire Museums, Libraries and Archives Council (YMLAC), through whom we obtained Museum Registration last year. A very large proportion of the grant has been match-funded by a very generous donation from Beryl and Mike Dare - many, many thanks Beryl and Mike! We are also, of course, very grateful to YMLAC for their assistance. The scheme forms part of our continued efforts to improve and enhance the Museum for our visitors and shows what can be done by the determined effort of a few hard-working members - why not come along and help them, there is lots more to be done.

#### Vehicle News:

**Bournemouth no.99** has had a few more seats replaced, the original ones, which it was hoped to keep for a while are not wearing very well. A fire extinguisher has been fitted.

**Bradford no.703:** we can confirm that no.703 has now passed from the Bradford Trolleybus Association to member Craig Virco.

**Bradford no.746** having been rubbed down, is currently being repainted and should be completed in time for the 'Gathering. The lower half of the driver's windscreen has been renewed and a "bulge" in the front panels rectified.

**Bradford no.792** went to the Black Country Living Museum for this year's Trolleybuses Galore.

**Bradford no.834** now has a permanently fitted battery charger (drivers and shunters - make sure it is unplugged before moving !)

**Bradford no.845** progresses slowly, but surely: the task of removing the back brake drums is now complete, ready for the brake shoes to be taken off for restoration. Everything is completely seized so it is taking an age to progress this work.

**Cleethorpes no.54** has had its traction motor removed and sent away for refurbishment.

**Glasgow TB78:** One of the trolleyheads was changed for a refurbished one on 4 April as TB78 has been running with odd trolleyheads, which has caused a problem with dewirements. The change seems to have cured the problem.

**Huddersfield no.619** is having its chassis cleaned and painted. Once completed, the bumpers will be reinstated.

**Lisbon (Carris) no.255:** work on the interior has been completed. It has been decided that no.255 will stay at Sandtoft until European Weekend (25-26 September) and then move back to the London area.

**London no.1812** is still off the road with a major problem with the differential on the forward of the two rear axles. The differential has been removed, to reveal very worn gearing with "lumps" missing from at least two of the cogs on the main wheel.

**Maidstone no.72** was completed by mid May (slightly behind schedule, with its hoped-for launch into service at the beginning of May as a restored Maidstone trolleybus not happening). The exterior was thoroughly rubbed down (the process revealing several signwritten advertisements, on top of each other, on the offside which were carefully traced, but none on the front, back or nearside !) and repainted in Maidstone's unusual brown ochre and cream livery. Crests and external lettering were applied and advertisements painted back on, including the famous Robertson's Golden Shred Golly at the front, either side of the destination box. Other work has included repainting the cab interior, fixing the re-chromed internal fittings, fitting a new driver's seat cushion and a thorough clean.

Looking resplendent and with its half shafts removed, no.72 was collected from Sandtoft on 26 May for a seven-hour suspended tow to Maidstone, where it was met by a delegation from the press, radio and TV ! (it is amazing how the enthusiast grapevine works, as the trip down the A1 was spotted and reported by several people). No.72 duly appeared at the Maidstone Transport Rally on 6 May, the first time it had been seen publicly in its restored state, and very impressed everyone seems to be. The morning of Tuesday, 22 June saw a big crowd of enthusiasts waiting in the High Street to witness no.72 arriving for display in the centre of the road, just up from the Town Hall. It was there from around 11.00am until 4.15pm attracting a lot of attention and an amazing number of comments to the effect that the town should have never abandoned its trolleybuses: it was notable that no-one spoke against them.



▲ A freshly re-painted Maidstone no.72 stands outside the workshop during the May Day Bank Holiday weekend. The fleet number, town crests and legal lettering etc. had not been applied at this stage. Note the feeder pillar at this location which is now redundant and is scheduled to be removed.

▼ No.72, waits to be earth tested on the wrong side of the road outside the pretab.

Photographs by Stewart David



# 2004 (so far)

Three Pre-war Trolleybuses in service - Spring Bank Holiday Weekend  
photo: *Graham Bilbé*



# at Sandtoft - a few snaps

Derby no.172 - Spring Bank Holiday Weekend  
photo: *Graham Bilbé*



Sarah Shepherd looks after Graham Bilbé's tea and biscuits whilst surrounded by his pre-war Hornby trains - Pre-war weekend (the Spring Bank Holiday weekend)  
photo: *Graham Bilbé*



▲ A fine East Kent Dennis Lancel passes Maidstone no.56 on a visit in early June  
photo: *Brian Maguire*

▲ Nick Broxholm and Tony Ferris toil to get the new footway completed (late June) whilst Brian Maguire has a sit down !  
photo: *Peter Price*

The Morris Minor Rally on Easter Monday  
photo: *Peter Price*



Lots of former Corporation employees came to have a look, mostly drivers and conductors, but also including a lady who was an upholsterer when the English Electrics and Ransomes six-wheelers were in service and a body builder who had worked on no.72 and its contemporaries. The daughter of the Last Trolleybus driver, who had, herself, been on that civic journey, also came to look. No.72's appearance obviously delighted many townfolk and stirred more than a few memories and a further appearance in the High Street is (hopefully) to happen some time in August.

It is planned that no.72 is to return to Sandtoft straight from the 21/22 August Detling Steam and Transport Rally.

**Nottingham no.367:** an examination of this gem of a vehicle is taking place in readiness for a start on its restoration later this year. It was noticed that the top deck was moving seriously when it was moved after last year's 'Gathering, so it will not be venturing outside again in its present state!

**Nottingham no.466** is in the process of having some overhauled interior light fittings and front lights fitted.

**Preston Tow Truck** is still out of service, it proving not at all easy to find the necessary spares for the Leyland E181 engine. Can anyone help?

**Rotherham no.37** now has its full compliment of lower saloon seats in place after having been re-upholstered by Doncaster College. It also has a cab door again (its own one disappeared at some stage), kindly donated by the Black Country Living Museum. The front lights are being overhauled and should be ready to fit shortly. The defective resistor bank is still away for repair.

**South Shields no.204** has seen more rot swept away and new timber fitted to the cab area and the upper deck. Around the front, two more windows are back in place, along with the cab side window and windscreen. Both dash boards have been restored and the new front panel is now on. The destination box will be the next thing to tackle.

**Teesside no.2** has had its overhauled motor fitted. Meanwhile, restoration work on the chassis and cab continues.

### NEW TROLLEYBUS MODEL FROM CORGI

As mentioned last time, a 1/76 scale model of Maidstone no.72 in a limited edition (only 1,500 are being produced for world-wide sale) is being produced and should be available in mid-August. It will retail at £20.00 and will be available from our *Trolleyshop* and from the Maidstone Corporation Trolleybus No.72 Restoration Fund (see below for address). If you are interested in securing one (or more) of these models – they feature wing mirrors and windscreen wipers – remember, it is a very limited edition, and the indications are that it will sell out very quickly, so don't delay, order it/ them now! Courtesy of the commissioning wholesaler, the real no.72 will benefit by £1 for each model sold.

### Reminder

Our *Trolleyshop* and the Maidstone Corporation Trolleybus No.72 Restoration

Fund have various items for sale to help swell the funds for no.72 They are:

- ◆ Mugs featuring no.72 - £5.00 (ceramic) and £6.00 (bone china)
- ◆ Christmas cards featuring no.72 - £2.95 per pack of 5
- ◆ 100 years since Maidstone's first tram souvenir postcard, featuring full colour drawings of 5 Corporation vehicles through the period - 50p
- ◆ A3 poster version of the same design - £2.50 (laminated) and £1.50 (un-laminated)

Apart from the mugs (which are breakable), these items can be obtained by post (NB the cost of postage and packing is extra) from David Hatt at 27 Wrangleden Road, Maidstone, Kent, ME15 9LW (in which case cheques should be made payable to "The Maidstone Corporation Trolleybus No.72 Restoration Fund".

The Video of Maidstone trolleybuses is not yet available - we will keep you informed as to when it will be released.

### OBITUARIES

#### Garth F. Nicholls

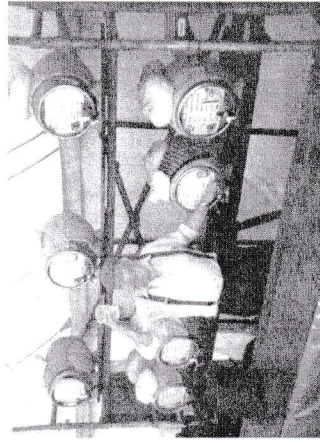
It is with great sorrow that I report the death, aged 69, of Garth Nicholls, after a long illness.

Garth will be remembered as the little man with whiskers in the beer tent at Sandtoft. Not everyone will know that, as well as a CAMRA member, Garth was also a member of both DO&LRS and Sandtoft.

I first met Garth when I went to work at Sheffield Beer Festival some two dozen or more years ago. He was their branch treasurer and the Festival's floor manager and would travel to all parts of the British Isles to collect beer for the event.

He moved to Thorne, with his wife Daphne and son Craig, about twenty years ago so they could be nearer to their beloved waterways. They bought a house almost on the Canal bank and a narrow boat to restore. I remember the tale of the 60 foot narrow boat being delivered by road and causing havoc in Thorne Market Place. Unfortunately when Garth's health started to deteriorate the narrow boat had to be sold.

Their work in the Sandtoft beer tent led Garth and Daphne to join DO&LRS and Sandtoft, and they accompanied us on at least one Blackpool weekend and on several other excursions. I remember when 22 suffered a puncture



Garth in the beer tent, one Sandtoft Gathering, checking the ale for clarity  
Photo: Martin Clark



on the way back from Wakefield one afternoon, we didn't have all the necessary tackle to change the wheel, so Garth donned his yellow jacket, flagged down the first car that came along and arranged a lift back to Doncaster to collect the necessary.

Through his company, Quality Heat Treatment, Garth would arrange transport for the beer tent - if they didn't have a lorry and driver available they would hire a van and put it at our disposal. It was also at Garth's suggestion that we all wore bowler hats and pinnies in the beer tent once. Garth's interest in vintage transport extended beyond waterways and Sandtoft too, he loved the Isle of Man and took tram driving lessons on the Manx Electric Railway.

He was only small in stature but Garth F. Nicholls was a huge character and he will be sadly missed.

Deepest sympathies go to Daphne and Craig.

*Jim Sambrooks*

#### **John Handley**

We are sorry to record the death of John Handley who passed away on 12 April 2004 after losing his battle with cancer. John was an accountant who, although not a member or an enthusiast, helped for the last three years on 'Gathering days, carrying out one of the unsung jobs - deftly sorting and counting the cash.

He loved his real ale, cricket and sports generally and remembered trolleybuses from his native Nottingham. He spent the last three years helping the Lindsey Lodge Home (for cancer patients) in Scunthorpe, but passed away at home in Barnsley.

His funeral was at Ardsley Crematorium on 19 April and our thoughts are with his family at this sad time.

*Brian Maguire*

#### **MORE GIFT AID POSSIBILITIES**

There can be no doubt that Gift Aided donations are a very important source of much needed extra income for charities – US INCLUDED ! The way that the government has set the "rules", it is clear that they regard the scheme as important too – and long-term.

Gift Aided monies result in us being able to increase those monies by 28% through tax claims. All that you have to do is to put one signature on a simple Gift Aid declaration and the only "catch" is that the donor has to be a UK income or capital gains taxpayer (or in the case of donations from a company, a corporation tax payer).

From this year, we are taking advantage of the fact that admission charges to our Museum can legitimately be Gift Aided. As you already know, membership fees can be Gift Aided, as can straightforward donations – hence our major

appeal for extending and improving our Museum asks for Gift Aided pledges/donations as does our *Adopt a Trolley* scheme.

But there are other ways as well.

There is **Payroll Giving**. If your employer runs a Payroll Giving scheme you can donate to your chosen charity/ charities from your salary or wages before tax is deducted, so you get tax relief straight away. In other words, when donors use Payroll Giving, the donation comes from their salary or wage before they are taxed, so tax relief is included in the donation at the donor's top rate of tax. So a monthly gift of £20 will cost a basic rate taxpayer only £15.60 and a higher rate taxpayer only £12. In addition, the Inland Revenue is currently adding 10% to every donation made in this way, so that £20 gross will be worth £22 to us, the charity. It sounds a brilliant scheme, so if your employer does not currently run a Payroll Giving scheme, why not suggest that they set one up ?

We may not be in this league, but there are also **gifts of shares and securities or land and buildings**: you can get income tax relief when you donate shares and securities, land or buildings to charity. For example, if you donate shares worth £1,000 you could reduce your income tax bill by £400. And no capital gains tax will be due on the gift.

Now, this year for the first time, you can donate all or part of your **tax repayment to a charity of your choice using your Self Assessment return**. All you have to do is to complete the relevant section (19A) of your return, ticking also the Gift Aid option box (19A.4), and quoting (in 19A.3) the charity's unique code number issued by Inland Revenue for this purpose. Our IR code number is **RAQ90NG**. You do not need to sign one of our Gift Aid forms for this type of giving. IR then make payment direct to our bank account. Unless you authorise IR otherwise (19A.5), the gift is anonymous. What is more, (and as with other Gift Aiding) if you are a higher rate tax payer you can claim further tax relief on Gift Aided sums in your tax return.

Those charities who have registered with IR for this scheme are listed on the IR website. We are listed as both "Sandtoft Transport Centre Limited" and "The Trolleybus Museum at Sandtoft". As anyone can make donations in this way, we are hopeful that. In time, we will benefit from the scheme, particularly as donations can be anonymous – so, please, spread the word about our participation in the scheme.

For further information, see your Tax Return Guide, or go to [www.inlandrevenue.gov.uk](http://www.inlandrevenue.gov.uk) or contact your tax office.

**Gift Aiding by companies** works differently, in that they do not complete a Gift Aid declaration: a donation from a company needs to be made gross (i.e. 128% of the sum they wish to donate) and the difference (the 28%) reclaimed by them via their annual corporation tax return. Gifts in kind (e.g. products, material or services etc.) to charities by companies can, we understand, also be set against corporation tax.

For easy reference, we will henceforth include our IR charity code on page 2 of *Sandtoft Scene*. Please remember, Gift Aid is important to us, so we encourage you to Gift Aid wherever you can, and if you help at the Museum in a "front of house" role, please encourage visitors to Gift Aid their admissions and any donations they may make.

Thank you to all who have signed Gift Aid declarations. We really do appreciate your support in this.

### **SANDTOFT SCENE**

Our apologies for various gremlins that found their way into some copies of the last edition. Production was done in a bit of a rush and some proof reading wasn't carried out. It all goes to show that it's not worth doing things in a panic! We would like some articles to do with the Museum and matters generally related to its activities and exhibits. What about you vehicle owners penning something about how and why your vehicle came to be preserved in the first place?

### **BRITISH TROLLEYBUS CISTERNS (or Pull Chain for Flush)** by "Waterloo"

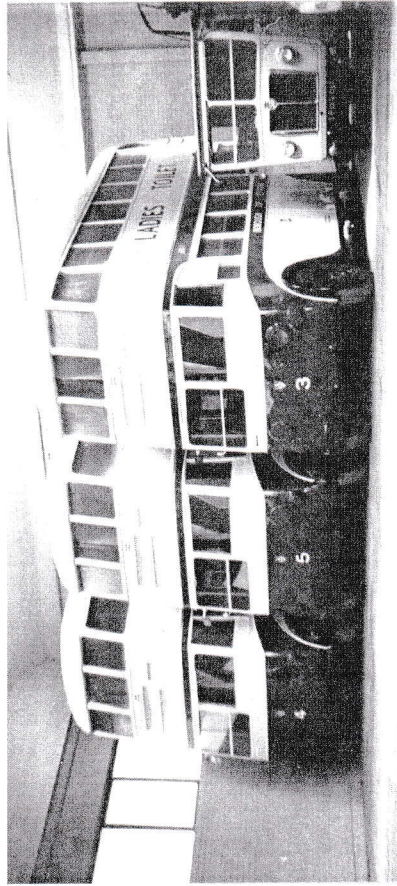
*This article originally appeared in the August 1974 edition of the British Trolleybus Society's journal, "Trolleybus". Following the sad end to Huddersfield no.470 as a "complete" vehicle at the start of this year and the subsequent transfer of its chassis to Sandtoft, we thought you might appreciate this piece, which is reproduced verbatim by kind permission of the British Trolleybus Society. The photographs we include here did not accompany the original article.*

In the final decade of the demise of the British trolleybus the vast majority of vehicles quickly met their end in a scrapyard. Around 100 were preserved, a handful lingered (and some still do) as storehousings or caravans. Earlier generations, whilst usually meeting with the traditional fate, managed to connive the escape of some of their number to a much longer afterlife, and some still survive. There was one job that only nine old trolleybuses were put to - mobile toilets. Of these only one survives, being preserved at Sandtoft.

Perhaps the most interesting were the two owned by the Southend Cleansing Dept. In 1950 they purchased a vehicle from Southend Transport Dept. This was 116 (JN 2086), which had had an interesting career as a trolleybus, it being the first AEC 663T built. Fitted with a full front English Electric H32/28R body it was originally a demonstrator registered HX 1460. In July 1930 it was demonstrated in Nottingham numbered 26, and early in 1931 it was used by London United, possibly to test overhead and train drivers prior to delivery of the "Didders", and carried a mysterious fleet number 11. When it appeared at the Commercial Motor Show in the autumn of 1931 the original body had been replaced by an L27/26D body of the same make, but with half-cab. It was sold to Southend in 1932 where it was numbered 116, and for some reason reregistered JN 2086. A full front. was fitted in 1946, and the vehicle withdrawn

in 1950 thence passing to the Cleansing Dept. The other vehicle purchased by the Dept. in early 1951 also had an interesting history as a trolleybus. Another AEC 663T, with chassis 663T.003, it started life on 23rd May 1933 in Bournemouth on loan for evaluation upon inauguration of trolleybuses in that town, registered LJ 7702. It was purchased by the Undertaking in November 1933 and numbered 69. Originally H32/28R, the English Electric body was rebuilt to H28/24D in October 1934. Bournemouth chose to standardise on Sunbeam MS2s, and 69 was converted to a motorbus in November 1936, effectively becoming an AEC "Renown" by fitting an AEC petrol engine, gearbox, radiator, etc., and rebuilding the body to half-cab. It remained in service until sold in December 1950 to Sherwood Car Sales of Poole, whence it found its way to Southend. Both vehicles served as mobile conveniences until March 1967, when an attempt was made to purchase them for preservation, but both were sold to Kirby, a dealer, of Rochford, Essex.

The most famous of ex-trolleybus mobile conveniences were ex-Huddersfield vehicles purchased by Epsom & Ewell U.D.C. in 1953. Six, Huddersfield 452/970/1/88/9, with corresponding AVH registrations, were purchased, being 1937/8 Karrier E6 chassis with Park Royal bodies incorporating "Mae West" front dash panels. Five were converted to mobile toilets by Carrimore, of Finchley, London, the sixth, 471, being used as a store until sold for scrap about 1965. The five toilets began their new role in April 1954, at race meetings on Epsom Downs including the Derby, it being considered not in good taste to construct brick-built lavatories on the Downs as it would spoil the view for the rest of the year. When not in use on the Downs the five were available for hire elsewhere, otherwise being kept at Tattenham Corner until 1962, thence at the U.D.C. depot at Longmead Trading Estate. Conversion involved a "Passenger Flow"(!) system, entry being by a door cut in the front offside and some forward facing stairs to the upper deck on the near side of the cab. However we have no record of the new seating (or standing) capacity! Finished in a cream livery with green bands, the vehicles were held in high esteem by their owners, being treated as trolleybuses rather than toilets, for they were complete with fleet names and numbers! 452 and 470 were for Gents numbered 2 & 4, and 459/88/9 were for Ladies numbered 5, 1 and 3 respectively. These, and possibly the Southend vehicles, were intended for use with permanent drainage systems, having hand basins and flush toilets fed from a water tank, waste being conveyed to a nearby manhole by a flexible hose. In October 1969, numbers 1, 2, 3 and 5 passed to Mr. R.S. Cromwell, a one time enthusiast, and some are thought to have been hired to the Sittingbourne and Kemsley Light Railway. All are now believed to have been scrapped, one being seen on tow near Nottingham in September 1973. Mr. J Moxon had the remaining one, No.4, and it was moved to Sandtoft, where it is being restored as a Huddersfield trolleybus. Epsom & Ewell U.D.C. donated them all to their new owners, and they were replaced on the Downs by.....brick-built lavatories!



▲ One gents with two ladies - Epsom and Ewell U.D.C. nos.4,5 and 3 (ex Huddersfield nos.470, 459 and 489) look well cared for as they stand in the company of a SD, probably a refuse vehicle at Epsom's depot.

BTS Library (photographer's name not recorded)



▲ Two unidentified ex-Huddersfield vehicles, presumably in Sittingbourne and Kemsley Light Railway days, showing the external alterations to the bodywork.

GP Bilbé collection (photographer's name not recorded)

Ipswich 82 (PV4790) also landed up as a mobile loo. A Ransomes fitted with a Massey H24/24R body, it entered service on 1st March 1938, was re-seated H30/24R in 1950, and withdrawn in 1956. Initial disposal was to Colchester Cleansing Dept. in April 1956, whence it was converted to a "Ladies" being used until 1966. It turned up in similar use at the Bedfordshire Show in July 1967 but then vanished. Does it still survive ?

Last of the nine was Portsmouth 258 (RV9109) , an AEC 661T with Craven H26/26R body which entered service on 5th November 1936, being withdrawn in October 1952 and stored until disposal in 1957 to Bristol Cleansing Dept. It served as a "Ladies" at Canons Marsh car park from April 1957 until early 1973, but although many trolleybus enthusiasts kept an eye on it with a view to preservation, the vehicle went for scrap, apparently for ££10, before anyone realised.

Details of the sanitary arrangements on the ex-Ipswich and Portsmouth vehicles remain unrecorded. However, there is every reason to suppose that more than once there has been a sigh at the sight of these mobile conveniences by members of the public , although not for a relief more generally associated with trolleybuses !!

In a letter from J Mawson published in the December 1974 edition of "Trolleybus", the following was written about Bournemouth 69:

".....No.69 was half cab at all times, being built, as many trolleybuses were, to that pattern from the start. (Otherwise, BCT might have hesitated to convert it to a motorbus at all. It was the similarity between the types in those days that made it feasible....."

Much more detail about Bournemouth no.69 can be found in "Bournemouth Trolleybuses" published by Trolleybooks – and incidentally, that book is now out of print, so the few that remain in stock in the Sandtoft Trolleyshop is your last chance of getting one !

## MY (FIRST) THIRTY YEARS AT SANDTOFT

### Episode 3: Alarums and Excursions

Graham Bilbé

Of course, Sandtoft has always had its social side, and the seventies produced a number of memorable outings, some by car and some by bus. These were to various destinations, but frequently had an ultimate purpose of imbibing some real ale at some point - the Campaign for Real Ale (CAMRA) was in its infancy, and by the end of the decade strong links had been forged between local members of Sandtoft and their CAMRA counterparts - in some cases the same individuals ! This of course resulted for many years in the CAMRA-run 'Gathering beer tent, an excellent co-operation between our differing aims to preserve parts of Britain's heritage...

..But to deal first with some of the less boozy outings. By 1972 Sandtoft was attracting a collection of assorted preserved motorbuses, some of which sadly did not survive long-term. These included, from memory, a centre-entrance Blackpool Leyland Titan; Leyland PD1's from Fosters, and from Barton (a centre entrance example); a lowbridge Maidstone and District AEC Regent V, one or two half-cab single-deckers, and a Morecambe and Heysham AEC Regent III, no.71. Several of these were owned by a chap called Ian – his surname escapes me at present – who was quite a character ! (so also was the Morecambe Regent, which had a distinct lean to the nearside, and a loud

but distinctive drone in top gear !) In the 1972 "working week", Ian announced a day out using no.71, to visit some of the local independents (bus operators that is, not breweries !) so a number of us duly piled on and enjoyed a splendid trip round, venturing at least as far as Mexborough, tracing the former Mexborough & Swinton trolleybus route at Conisbrough Castle, also visiting the old M&S depots. Perhaps the highlight was posing no.71 under the remaining overhead bracket arm adjacent to Manvers Main level crossing, where of course it was duly photographed. At that time many traction poles still remained, and legend had it that the surviving bracket arm, which had served no function for many years, had twice been knocked down, but each time religiously re-erected, perhaps as a little memento of the lovely little Mexborough trolleybuses. This location features in a splendid trolleybus photo by Geoff Warnes, perhaps he will let us reproduce it in a future 'Scene'!

In 1973 I was privileged to join Les and Jean Flint, Jim Sambrooks, a lad called Dave, and, not forgetting Timber, the Flint's alsatian, on a trip to the Dunbar Rally – my first trip to Scotland! The star of the show, (literally – it won a cup !) – was Doncaster no.22, which had just been beautifully restored. It trundled faithfully up the long A1, calling in at Chester-le-Street, (Northern General Routemasters) and Bedlington and District, which then had a motley but interesting collection of vehicles including some ex-London "roofbox" RT's and several ex-South Wales single-deck Regent V's. I had bought my own movie camera to record this trip, so still have some nice reminders, even though the focussing was a bit poor... but I did capture a few priceless shots of dear old Les, including him using the gleaming panels of no.22 as a shaving mirror on Sunday morning! (Yes, it really was that shiny!) Sadly, Les wasn't to be with us for many more years after that, so these are very cherished moments for me, he really was one of life's great characters. We arrived on Saturday night, just after 10.30, thinking ourselves just in time to have a pint after our long drive, only to find that in Scotland the pubs shut at 10.30 even on Saturdays... Les was "reet dischuffed"! (Still, after no.22 won the cup next day, his chuffedness was well and truly restored!) Also at the Dunbar rally, but approaching from the North, was Glasgow trolleybus no.TB78, which had just been restored "back home" in Glasgow: it looked superb, especially as I had only seen it previously at Sandtoft in it's final, rather drab livery, the improvement was enormous! (It is interesting to reflect that both these Sandtoft residents have subsequently been re-restored, requiring substantial work in both cases, despite how splendid they each looked back in '73... a preservationist's work is never done!) On the way home we paused briefly to photograph no.22 squeezing through the medieval arch at Alnwick - she only just fitted. Now then, Jean, Five 'undred mile at fort-ty-three miles an hour... What a wonderful trip...

As one approached the legal drinking age it became more acceptable to join trips out to pubs - the Sandtoft "Reindeer" in those days being very "limited", for want of a better word. Frequently led by Jim Sambrooks and Pete

Goddard, pub outings became a regular tradition for many years, mostly by car. Later, the term "nightmares" was coined to describe these outings, though I don't recall it being used in the earlier days. A favourite visit was to the Cadeby Inn, on the far side of Doncaster, which had a large garden, pretty barmaids, and served perhaps the most delicious pint of Samuel Smith's Old Brewery Bitter that I can ever recall. Other outings took in various Isle of Axholme pubs, at Westwoodside and Owston Ferry, but perhaps the longest of all was to the famous "Nellie's" at Beverley. I only ever went there once, but this was a most memorable outing, despite recalling it through a haze of several pints of Theakston's Old Peculier, a brew which should always be taken seriously. (I should point out that I wasn't driving on these trips, lest anyone should get the wrong impression!)

Yes, the trip to "Nellie's" I think warrants it's own paragraph! If I remember correctly, we crammed into two vans - Francis's trusty (trusty, not rusty) Moggy Minor (VRD 340J - mentioned in a previous episode), and Jim's Austin A55 half-tonner (and when did you last see one of those?). To those of us in the back, it seemed an interminable long way, though I'm sure the lively conversation would have helped pass the journey! On arrival at Beverley, we parked in the Market Place and all tumbled out of our respective vans... just down a road to the left was a pub sign projecting precariously out over the road from an ancient looking half-timbered building. (It's real name was "The White Horse", but always known as "Nellie's".) Inside we felt we had stepped back in time perhaps fifty years, maybe more (even in 1974!), to a packed pub with original gas lighting and ancient horse-racing scenes around the walls - you know the sort, with legs outstretched, before they worked out the "mechanics" of a running horse! Of course, it was all very dark and dingy, I think rather smoky too, but then it was a "Men Only" bar - hard to imagine in these days of equality. We were ushered through to the back room, where three elderly ladies were dispensing the (very appropriate!) Old Peculier. Strangely, there was no bar - the beer engines were sited against the wall, and the old dears put out the pint glasses for your order on the marble-topped tables, and proceed to fill them up from the pumps using a half-pint glass, a very slow process, but worth waiting for. The loos out the back were of a similar "primitive" nature, but perhaps the best incident of the night was when Dave Chick, always noted for his long hair, tried to buy a round and was told by one of the "barmaids" that "You shouldn't be in here, young lady, this is a men only bar..." Poor old dears, they were probably gorgeous young barmaids when the pub had been fitted out, bless 'em... perhaps they shouldn't have tried to keep all the men for themselves. I seem to recall we heard that one or more of the old dears died soon afterwards, and although the White Horse, so far as I'm aware, remains to this day, we never quite got to go back again - it would probably have spoiled the imagery of that amazing night... and anyway it was a b\*\*\*\*\* long way to bounce about in the back of a van!

Hopefully, folks, I'll write some more reminiscences for next time!



**Reading no. 113** stands ready to take up service on Pre-war Weekend at the end of May this year  
*Photograph by Graham Bilbé*