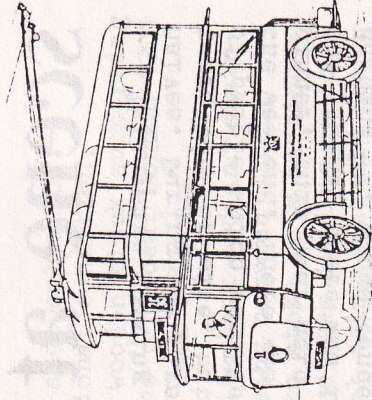


# SANDTOFT SCENE

No.3 October 1987



THE SANDTOFT TRANSPORT CENTRE MAGAZINE

EDITORS:

ANDREW FIELDSEND AND CHRIS OLIVER

31, PHIPPS CLOSE, WESTBURY, WILTS. BA13 3TL

## EDITORIAL

The theme of SANDTOFT SCENE no. 3 is 'twenty years of preservation of Maidstone trolleybuses'. Maidstone 56 and 72, the latter bedecked with coloured lights, have been regular performers at Sandtoft this year; much of the credit for this belongs to Malcolm Coates and Geoff Griffiths.

'Junior Scene' appears to be a popular feature, judging by the number of jokes sent in... by adults! Surprisingly, however, we have had no response to our request for ideas on the future development of Sandtoft. Is everyone really happy with the museum as it is now? The Future Planning sub-committee has met once so far, and has submitted some preliminary thoughts to the Board and Management Committee.

'Scene at Sandtoft' regrettably missed the deadline, so you will have to settle for our version this time. We are still looking for articles. Anyone can write one, and who knows, if its well received it might tempt you to submit it for publication in a national magazine such as 'Buses'.

In SANDTOFT SCENE no. 4 we hope to bring you the Chairman's report as submitted to the forthcoming A.G.M., together with a list of any resolutions that are approved, and results of elections to the Management Committee and Board. No doubt readers appreciate the importance of the A.G.M., please make every effort to attend.

# scene at sandtoft

This years working week could be divided into two halves. During the first part of the week, very few volunteers were on site, but Wednesday saw the start of an influx of people which resulted in a very creditable attendance by the weekend. There was a good turnout for the working week dinner, this year held at the Park Drain Hotel. For some, the journey there was in the form of a very hairy ride on Reading 47, whose tendency to sway alarmingly along the bumpy fen road made it difficult to appreciate the fine qualities of this vehicle. Over the weekend regular features such as the CAMERA beer tent and the B.T.S. barbeque were there, and on the Gathering day itself, there was a fine turnout of preserved vehicles, despite fears raised by the new tachograph regulations. The rain held off until mid-afternoon, and had stopped again by the time the prize-giving began. Huddersfield 631 was voted best trolleybus in service, whilst the Dare Progress Cup was presented to Jim Sambrooks, for his work on the generator. Another resident vehicle to gain honours was Sheffield 754, which was awarded the trophy for the best Daimler bus. The Pashley tryke won the Epworth Bells and Crowle Advertiser award for the best preserved vehicle over 15 years and kept in the Isle of Axholme. It had been very much in evidence again during the day (albeit wearing a different livery than last year) selling programmes and cold drinks, and featured in the July 31st edition of 'The Epworth Bells' together with Cleethorpes 54. The latter vehicle last graced the pages of that fine journal on April 9th, 1982.

At the beginning of working week Felix 41 made the long trek to Beamish. Other regular rally attendees have included 754, Doncaster 22 and 122. Pride of place however, belongs to Dennis Haig and the tryke, which on 16th August did a full afternoon in service in Doncaster, dispensing 800 free ice lollies.

Trolleybuses receiving attention include Glasgow TB78, which has been fitted with further new lower deck pillars and interior stress panels. Cleethorpes 54 now has glass in the nearside of the lower deck, and some small panels have been fitted. Two decent second-hand tyres were fitted to freshly painted A.E.C. wheel rims, replacing two older tyres

which have been transferred to Notts and Derbys 307. Nottingham 493 is approaching operational condition, although a setback occurred when the wooden block supporting a trolleybase collapsed, and had to be replaced. London 1201 has had paint removed from its lower deck ceiling.

Bradford motorbus 558 is having its back end and staircase rebuilt. Some of this work is being carried out by Steve Collins, who still found time to stoke up a particularly fine fire one evening during the week leading up to the August bank holiday, the main fuel being some old coach seats of no further use. Of the DOLRS/Felix vehicles, at least 94 and 206 have seen further progress. West Yorkshire SMA5 has received further mechanical attention, which of course hasn't made it look any more presentable. On the other hand, Doncaster 122 continues to be the shiniest vehicle on site.

For the first time, trolleybuses ran every Sunday during August, and the idea was considered successful enough to be repeated next year. The Isle of Axholme motorbus tours have been increasingly popular, and over August Bank Holiday two vehicles, London RMA52 and Doncaster 22, were required. Tour Fact Sheets were first available at that time, and consist of a line drawing of the bus and its history, a list of places of interest on the route and a map, and a brief history of the Isle. On the Monday, Steve Gill 'preached' from the steps of Epworth market cross on the history of methodism, an event captured on video.

The ranks of trolleybus conductresses was swelled with the passing out of Pat Gibbons, who was immediately pressed into service due to a staff shortage.

On the miniature railway, the circle of track has been completed, and it was pleasing to see the red loco performing well in service. Another steam loco has passed its boiler pressure test and will soon enter service. A canopy has now been fitted to the framework at the station, and Charlie 'trees' is busy producing the shaped pieces of wood that will form the awning.

Relatively little site work has been carried out, but grass cutting has continued, and the flower borders have grown. Brian Maguires CI team left Sandtoft after the bank holiday and should be thanked for their work over the years.

Trolleybuses require two overhead lines, one for the supply and one for the return current, and consequently two trolleys. The wires are usually 4/0 S.W.G. hard drawn copper. MoT regulations stipulate that the supply line shall be completely insulated, the return line earthed at the station but otherwise insulated. Other paragraphs of the regulations specify the maximum permissible leakage current (0.01 A per m), sectionalising of lines (0.5m maximum) and routine insulation testing. The supply is protected by circuit-breakers and over-current relay.

The vehicle usually has one motor only, though some types have two, mounted forward or in the middle of the chassis. The motor power varies between 50 and 80 bhp according to the seating capacity (35-66) and wheel base (4 or 6 wheels). The motor is DC series-wound or, if regenerative braking is used, compound-wound. Some types use a series motor with double armature for series-parallel working. The voltage preferred in Great Britain is 550v. A handbrake is always fitted and where regenerative braking is not used rheostatic or vacuum brakes are supplied.

The trolleybus must be turned at the terminals and where no loop circuit through the adjoining streets can be provided, a turning circle must be made in the road. Some buses are provided with an accumulator battery for manoeuvring independently of the overhead for short stretches.

During 1900-12 lines were operated at Keighley, Bradford and Leeds but the modern large-scale development in design and application dates from 1926. It was then that the first six-wheel double-deck buses with pneumatic tyres, built by Guy Motors Ltd were put into operation by Wolverhampton. This system has remained the model of passenger transport service and was soon followed by replacements of tramcars by trolleybuses. Of all heavy vehicles the trolleybus is the least noisy. Unlike the tramcar it loads and unloads at the kerb and is not confined to a track. Unlike the petrol bus it emits no fumes, its maintenance costs are low, since the smooth acceleration of the electric motor causes less wear than jerky gear changing, and the fire risk is low. Moreover it constitutes a valuable load balancer to the electric power station.

- Everyman's Encyclopedia 1958.

## BOARD REPORTS

Summary of Board Meeting minutes

27/6/87.

The new site lease is now being drawn up.

The Board agreed with the Future Planning Sub-Committee's proposals for the siting of the temporary double classroom. This was due to be moved from Reading to Sandtoft during July.

To assist with meeting the cost of the new electricity supply, an interest free loan of £2000 for 2 years has been offered by a Company Member, and the Board agreed to accept this. An order is to be placed for the initial Y.E.B. work before the cost goes up further.

Departmental budgets were set as follows:

Lecture theatre :	£100
Publicity : £1260 + Gathering material	
Bookshop :	notional £7800
Workshop :	£586

The Board considered a document from Richard Rampton outlining his views on the proposed restructuring of the Management Committee. His ideas were regarded as a useful basis for concrete proposals which the Board hopes to put forward at its August meeting.

The Rules for Trolleybus Drivers were discussed, and the Board was well pleased with the care taken in their formulation. Two additional rules were added, and the Board would like the Traffic Officers to draw up a similar set of rules for conductors. (Editors note: we hope to print both sets of rules in full in SANDTOFT SCENE no. 4).

Regarding provision of floor strips and extra lighting in the lecture theatre the Board would like this matter to remain in abeyance for the time being, because of the likelihood of the building's change of use.

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Summary of Board Meeting minutes

22/8/87

The Reading classroom is to be returned to Berkshire C.C. as its state made it unfit for use at Sandtoft.

For the mains connection, a raised floor is not possible in the depot, but equipment can be installed on the ground floor in an area the size of that

currently occupied by the Reading horse-drawn tower wagon.

A further temporary classroom is available at Finningley. S.T.C. have to bid for this, but cannot make more than £1000 available overall.

A new C.I. team will be arriving in early September. Brian Maguire and his team will be away for at least 4 months and in future will be at Sandtoft only when their particular skills are needed.

The paybox by the new entrance is an obstruction. Can it be put on wheels?

The County Council Development Unit is to visit the Museum on 26/8/87.

Any requests for work to be done on vehicles must go to the Board for transmission to C.I. They must not be given directly to the Scheme Consultant.

The Sandtoft Gathering was deemed to be a success: although gate takings were down on last year, trolleybus takings were up. A card cover was requested for next year's programme. The complexity of trolleybus working was too great: a return to the original system, without having one vehicle running both ways, is requested from the Traffic Dept. The catering is becoming unmanageable, but it is unclear what can be done about this.

Next years Trolleyday dates will be generally the same as this years, with running days on all August weekends again. Schools Day has still to be fixed. Next years prices will be: Adult £1.00, Child 50p, Car £2.50. On Gathering day: Adult £2.00, Child £1.00. Caravans will be charged £2.00 for overnight stay.

The depot allocation will have to remain unchanged. A depot manager is absolutely essential. Bill Staniforth will chair the Allocation Committee, which will be constituted of Society reps. The Committee will report back to the Board in Nov/Dec and proposals will be put to owners early in the new year.

The centre and left hand sectional garages have been designated as engine storage accommodation, and will need doors. They are presently used for storing seats, and sympathetic vehicle owners will be asked to store these.

Anti-freeze will be available for motorbus owners through Sandtoft. Contact Jim Sambrooks.

It was a sad day on April 15th 1967 when Maidstone's trolleybus system closed. As a boy I had watched with fascination these vehicles run past our house. Suddenly they would no longer grace the streets of Maidstone. Still, all was not lost as the Council had agreed to preserve no. 72, the official last trolleybus. It was shortly afterwards that I discovered that no. 56 had been rescued, together with 52 and 86, second-hand vehicles from Brighton and Hastings respectively. 56 and 72 have since found their way to Sandtoft and regularly give rides to the public.

56 arrived in Maidstone in 1944 with wooden slatted seats but these were replaced by padded upholstery shortly after the war. This vehicle like all other Utility Sunbeams gave a rather uncomfortable ride, but the situation was considerably improved when they were rebodied by Roe in 1960. 56 saw regular service in Maidstone up to and including the last day of operation.

Initially it was sold for scrap but was rescued by Alan Stevens for use as a model railway club headquarters in Tunbridge Wells. In the end it was not required as such and was subsequently moved to a field nearby. Two years later it was moved to Southborough in preparation for a trip to Cardiff, to tour the trolleybus system on April 13th 1969. New tyres were fitted and so were Cardiff's light-weight trolleyheads.

Following the tour 56 was temporarily stored in Guildford. Later in 1969 it took part in an exhibition at Dorking, before being moved to Three Bridges. This was 'home' for the next thirteen years. In the early days 56 received regular attention and a door was fitted to the platform, but as time progressed visits lessened in frequency and gradually its condition deteriorated.

In 1982 the vehicle was offered for sale. Externally it looked forlorn but internally it was in remarkably good condition. I decided to purchase and arranged for George at the Green Tree Garage to tow the vehicle to Sandtoft.

It was October and the weather extremely wet. 56 refused to budge in the mud and George's vehicle broke a

jib trying to do so! A second vehicle came to the rescue and eventually 56 was steered clear of the mire.

On arrival at Sandtoft it was stripped down, repanelled and repainted by South Humberside Community Industry. Brian Maguire reproduced the signwriting. Mechanical and electrical repairs were necessary but have been surprisingly few.

56 was passed fit for passenger service in 1985 and first gave rides to the public at the Gathering on July 28th 1985. All the hard work had been worthwhile when the vehicle won the Best Service Trolleybus award.

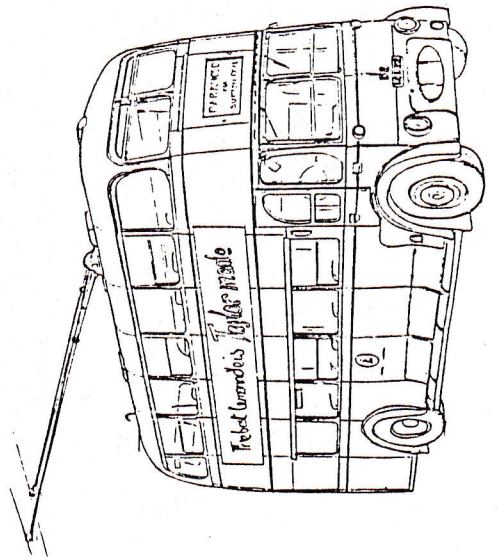
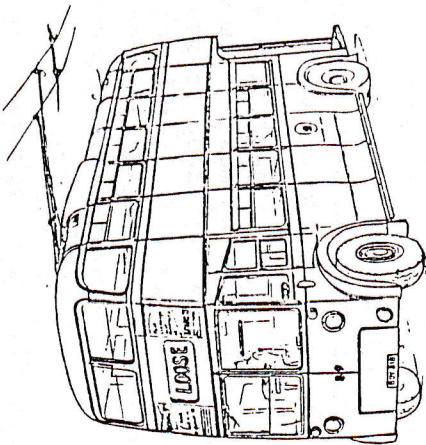
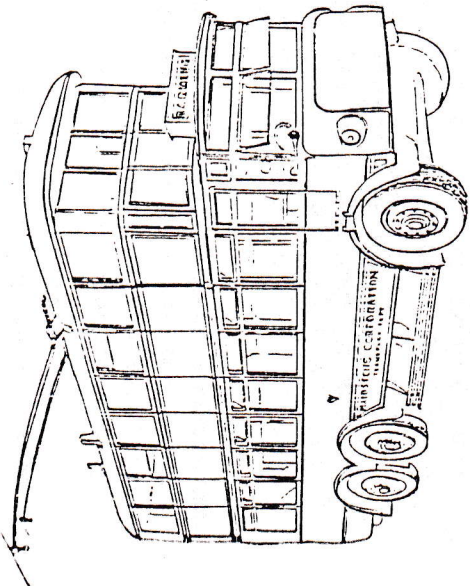
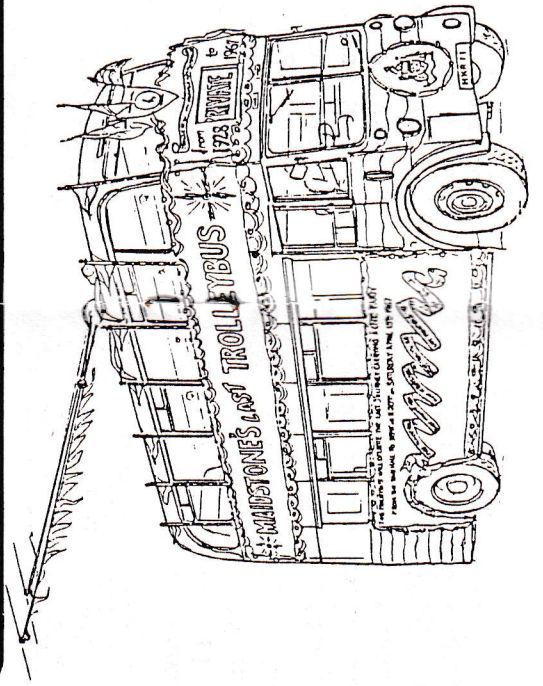
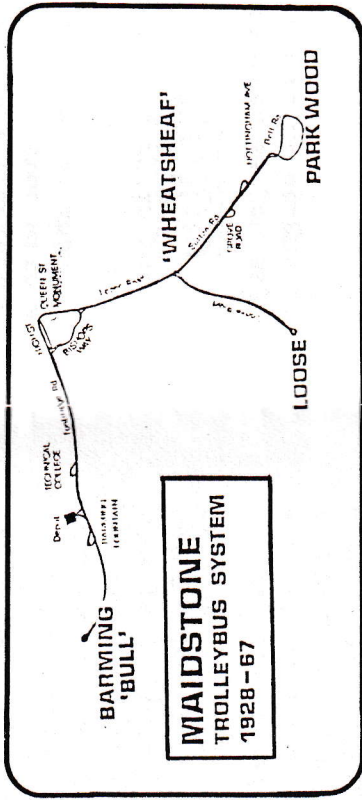
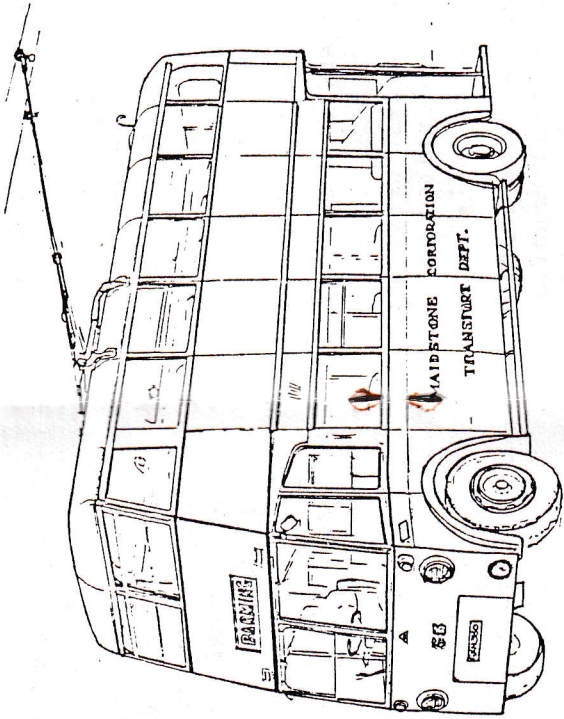
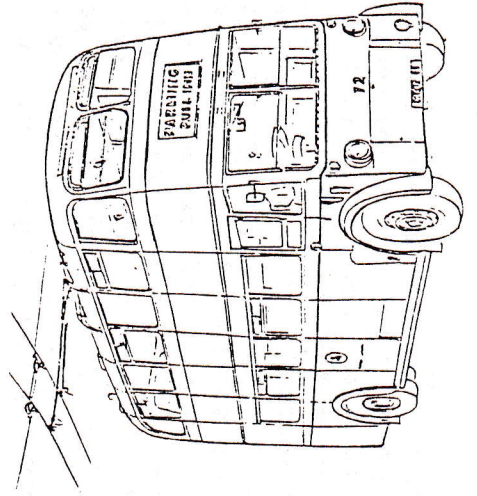
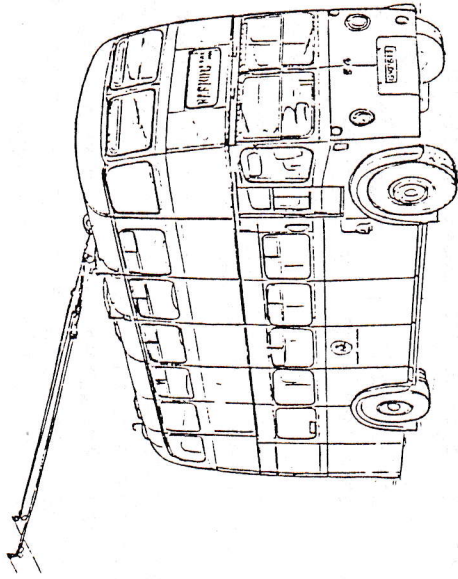
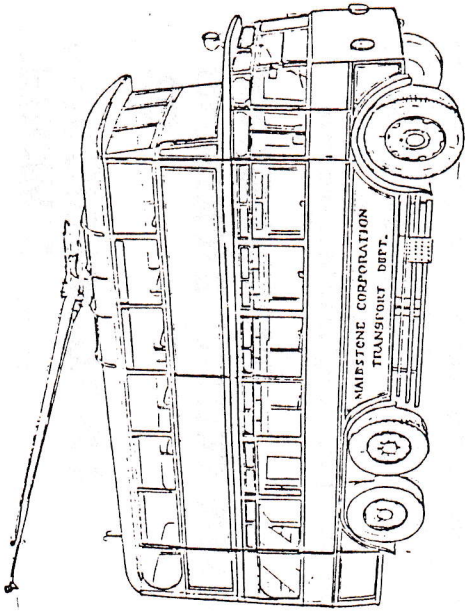
72 entered service with Maidstone Corporation in April 1947 and regularly saw service for the next twenty years. It was the last vehicle to receive a thorough overhaul, re-entering service in January 1966, despite being reported as 'withdrawn' by Buses Illustrated in December 1965.

A year later the Council decided to retain 72 and to this end it was removed from service, painted and decorated for its role as the last trolleybus. There must have been some panic during the final week of operation when 72's motor burnt out! A substitute motor from 64 was fitted, causing the latter's premature withdrawal.

72 was stored at the rear of the Tonbridge Road depot when all the other trolleys had been disposed of, until the new depot in Armstrong Road was ready for occupation in January 1969. This was its resting place for several years until it found its way to Harrietsham for a short spell. The Council agreed to loan the vehicle to Sandtoft and it was from Harrietsham that the long journey to Sandtoft began in 1977.

The 20th Anniversary of closure this year has been marked by the fitting of coloured lights and bunting to 72 and bunting to the booms of 56. Also, a party of enthusiasts from Maidstone visited the site at Easter.

Appreciation for decorating 56 and 72 must be expressed to Brian and Linda Maguire for the display boards, sign writing and especially for spending hours making flags, Steve Harrison for the lighting and Geoff Griffiths for fitting the bunting. Perhaps the 25th Anniversary can be remembered in the same way.



# FROM... "MAGIC LANTERN"

## TO DISSOLVE AUDIO-VISUAL PROGRAMME

### Part Two

by Bob Ashton

Welcome to part two, this is where we start to delve into our collection of slides and put together our first slide presentation. Let us start with the easiest part, the equipment you will require when you have been invited to give a "slide show and talk" on a particular subject.

(a) PROJECTOR. Auto-focus (a must) and magazine loading, so that you can pre-load your programme. Projector manufacturers such as Kodak, Hanimex, Agfa and Boots offer a good range. I would suggest though you choose a projector with a socket for tape-recorder control, something that we shall be looking at later.

(b) SCREEN. Choose a screen that you can carry in your car, something that will be suitable for the size of audience.

(c) PROJECTOR STAND. Definitely recommended as you may not always be able to borrow a table of the right height or size.

(d) MAINS EXTENSION CABLE, power sockets are never in the right place, and TWO SPARE PROJECTOR BULBS.

Now the hardest part, the slide presentation itself. You are now taking the first steps as an entertainer. You will need to have a good visual presentation and script (or notes). Let us take a look at the preparation of the slides. If you can, build or obtain a viewing screen (fig 1) so that you can 'compose' your slides into a smooth flow, either historically or for instance the progress of the journey. Title slides will be useful. If the slide show you give involves an interesting journey to the location you are talking about include some of the ferry, aeroplane, airport, railway station, departure signs etc as these will add interest for the audience. Compiling a slide show is like writing a book or a score of music. Let us now look at two

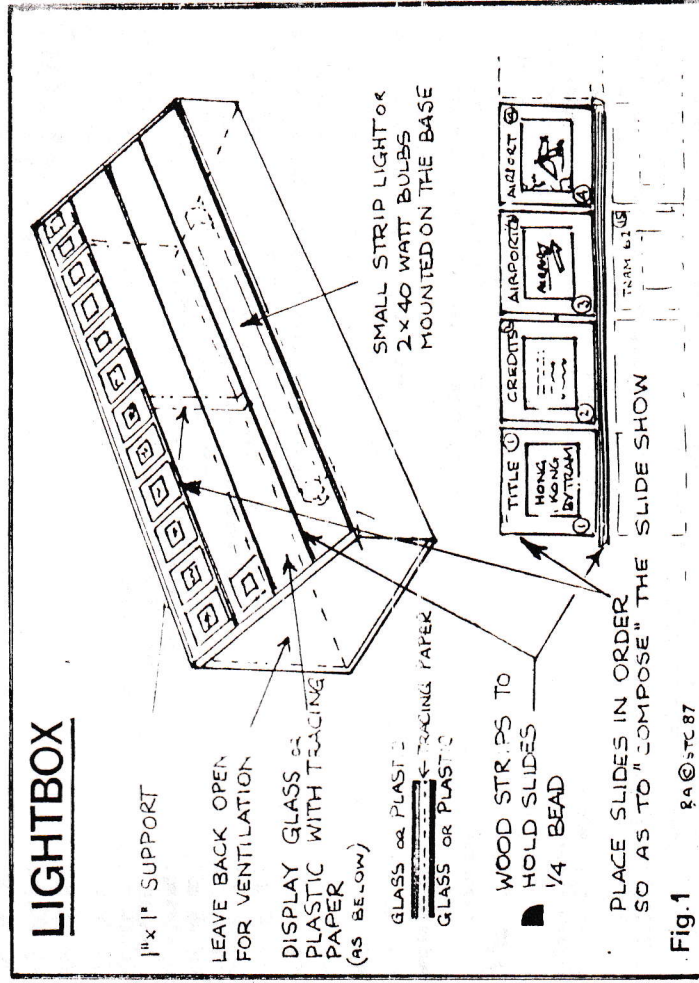
types of slide shows and a suggestion on how to follow them through.

### Example 1. 'THE MAIDSTONE TROLLEYBUS'

- (a) Title and credit slides. 2-3 slides.
- (b) History of Maidstone, maps, old buildings. 4-5 slides.
- (c) The trams. --5 slides.
- (d) The replacing trolleybuses. 2-5 slides.
- (e) Expansion and decline. 10-30 slides.
- (f) The closure and the last trolleybus. 5 slides.
- (g) The vehicles being broken up. 2-3 slides.
- (h) The vehicles preserved. 5 slides.
- (j) Views of Maidstone buses some 20 years later showing the town today without trolleybus wires. 2-3 slides.
- (k) The end.

### Example 2. 'THE TRAMS OF HONG KONG'

- (a) Title, credits, the airport, checking in, airport scenes, the flight, arrival. 4-8 slides.
- (b) The hotel. 1 slide.



- (c) A look around Hong Kong, the shops, people. 5-7 slides.
- (d) 'Lead in' slide for the trams:- scenes of Hong Kong, streets, buildings, people plus trams in the background. 1-2 slides.
- (e) The trams. 10-30+ slides.
- (f) Evening views of the trams. 2-5 slides.
- (g) 'Lead out' evening views of Hong Kong, cafes, shops etc. 2-3 slides.
- (h) Following day. Departure lounge, airport, aircraft. Perhaps if you have a seat next to the aircraft window, Hong Kong from the air. 2-5 slides.
- (j) The end.

Run the slide show through the projector many times so that you feel that it looks right, perhaps even show it to the wife, or some friends. Get them to read the script if you have written one. Once you are happy with the programme we are now ready for the road.

In part 3 we will involve the use of a tape recorder to add music, sound effects and your voice onto a tape for an audio-visual slide show.

## postbag

From Michael F. Barratt, Brighton.

I would like to congratulate you on the excellent publication SANDTOFT SCENE and as the former Company Secretary and now an Honorary Member of the Company would like to add that I think it provides a very important service to the Membership.

I have just finished reading the Second Edition and would just like to point out two items which I think need clarification.

Firstly, your application slip for membership should state quite clearly that it is an application for membership of a Company limited by Guarantee and the word "Limited" should be stated. The application form should be worded in such a way as to ensure that the applicant is aware that he has to guarantee the sum of £1 in the event of the Company being liquidated.

Secondly, I read with interest the

boxwagon menu for Quick Chilli con Carne and I think it wise, in view of the nature of your readership, that you make it quite clear that the oil to be used is cooking oil and not engine or diesel oil!

## DATES TO NOTE

SAT 17TH - FRI 23RD OCTOBER - D.O.L.R.S. and Felix Group working week.

SAT 31ST OCTOBER - D.O.L.R.S. meeting, Three Horse Shoes, Town End, Doncaster, 8pm. All welcome.

SAT 21ST NOVEMBER - 4th S.T.C. Ltd A.G.M. Doncaster Museum, 1.30pm.

SAT 28TH NOVEMBER - D.O.L.R.S. meeting, Three Horse Shoes 8pm. All welcome.

Date to be announced - D.O.L.R.S. Christmas meeting. Three Horse Shoes.

SUN 20TH DECEMBER - 'Sandta Special' at Sandtoft, 11am - 3pm.

## SELLING POINT

The Bournemouth Passenger Transport Association has for sale, surplus to requirements, a large stock of fasteners bagged in convenient quantities. All sizes are imperial apart from the metric section, and all are steel unless otherwise stated. All are priced at 50p per packet, carriage extra, and can be obtained from: V. Jeffery, 148 Corhampton Road, Boscombe East, Bournemouth, BH6 5PD.

### B.A.

2 BA nuts	number in packet
2 BA x 1/2 bolts/nuts	60
4 BA x 1 1/2 RND.HD screws	35
4 BA mixed screws (with a few 2BA thrown in)	30
6 BA x 3/4 RND.HD brass screws/steel nuts	50
6 BA x 1/2 RSD.HD chrome plated screws	35
6 BA x 1 1/2 RND.HD brass screws	50
6 BA x 1/4 RND.HD stainless steel screws	25
6 BA x 1/4 RND.HD stainless steel screws	approx 80

### METRIC

M6 x 12 grub screws (socket)	40
M6 x 45 bolts/nuts	15
M6 x 60 " "	12
M6 x 8 " "	30
M6 x 12 RND.HD screws/nuts	30
M6 x 20 " "	25
M6 x 30 CHSE.HD " "	15
M5 x 10 PAN.HD pozidrive screws	50
M4 x 12 CHSE.HD screws/nuts	50
M3 x 10 mixed screws (pozidrive/slotted)	approx 100
M3 x 16 PAN.HD pozidrive screws	" 80
M10 x 20 socket cap screws	20
M8 x 100 socket cap bolts, cadmium plated	9
M12 nuts	12

### ANC

No 8 x 1 1/4" RND.HD pozidrive screws	40
No 8 x 1" " "	60

### MISCELLANEOUS

No 10 x 5/8 hammer drive fasteners	25
No 4 pozidrive small self-tappers	approx 100

Small PAN.HD screws/nuts ( $\frac{1}{8}$ " dia.) approx 100  
 Chrome hole collars for  $\frac{1}{2}$ " dia. holes 20  
 Sprire nuts for No 10 self-tap 25  
 Shaft keys  $\frac{3}{8}$ " wide,  $\frac{1}{4}$ " deep,  $1\frac{1}{2}$ " long 15  
 $\frac{1}{2}$ " tab lockwashers 40  
 $\frac{1}{2}$ " " 30  
 $3/32$  x  $\frac{1}{4}$ " domed head rivets approx 200

UNF  
 $\frac{1}{2}$  x  $\frac{3}{4}$ " bolts/nuts 14  
 $\frac{1}{2}$  x 1" " 12  
 $\frac{1}{2}$  x 1 $\frac{1}{2}$ " " 8  
 $\frac{1}{2}$  x 2" " 6  
 $\frac{1}{2}$  x 2 $\frac{1}{2}$ " bolts/nuts 25  
 $\frac{1}{2}$  x 3" " 10  
 $\frac{1}{2}$  x 4" " 5  
 $\frac{1}{2}$  x 5" " 20  
 $\frac{1}{2}$  x 6" " 6  
 $\frac{1}{2}$  x 8" " 6  
 $\frac{1}{2}$  x 10" " 12  
 $\frac{1}{2}$  x 12" " 50

UNC  
 $5/16$  x  $4\frac{1}{2}$ " coach bolts/nuts/washers 6  
 $\frac{1}{2}$  x  $3\frac{1}{2}$ " bolts 6

BSF  
 $\frac{1}{2}$  x  $1\frac{1}{2}$ " csk screws 12  
 $\frac{1}{2}$  self-lock nuts (black covered) 15  
 $\frac{1}{2}$ " " 15

BSW  
 $9/16$  nuts 20  
 $\frac{1}{2}$ " nuts 60

The codes used are as follows:

- RND.HD - round head
- CHSE.HD - cheese head
- RSD.HD - raised head

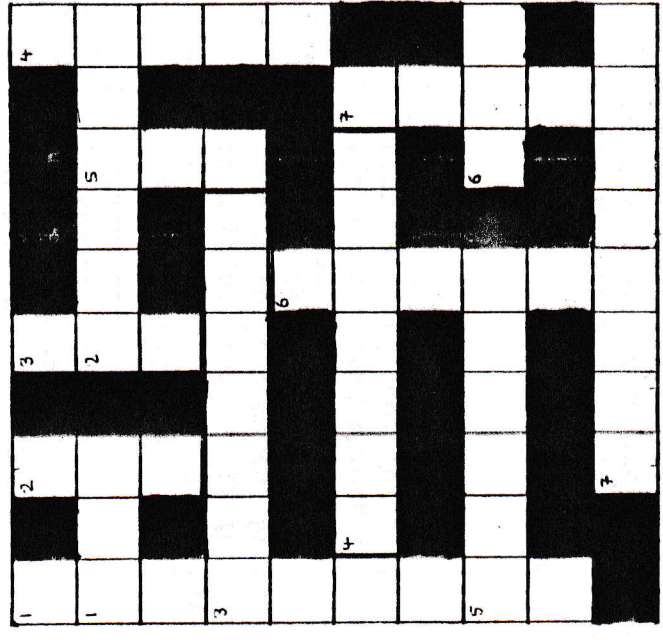
# junior scene

## CLUES ACROSS

- 1 York Pullman 66
- 2 Reading 33
- 3 South Shields 204
- 4 Doncaster 206
- 5 Bradford O33
- 6 Glasgow TB78
- 7 Manchester 1250

## CLUES DOWN

- 1 Sheffield 754
- 2 Walsall 874
- 3 Lincolnshire 2537
- 4 Nottingham 367
- 5 London 1812
- 6 Huddersfield 631
- 7 Cardiff 262



To solve this crossword, you must find the make of chassis for each vehicle listed under 'clues across', and the make of body for each vehicle listed under 'clues down'. Answers appear in SANDTOFT SCENE no. 2.

What should you do in a thunderstorm?  
 (Answer: Get on a bus with a conductor)

WHAT LIVES UNDER THE SEA AND CARRIES A LOT OF PEOPLE?  
 (ANSWER: AN OCTOBUS)

Jack: I've just bought my wife a present without strings  
 Bill: What is it?  
 Jack: A parachute

FRED: ALL RIGHT PAL  
 HARRY: DON'T CALL ME DOG FOOD!  
 FRED: SORRY CHUM

Sam: Are you in a rally?  
 Bert: No - I'm in a hurry.



BARBACUED PORK WITH PINEAPPLE (serves 4)  
4 pork chops  
175ml / 6 fl oz canned / bottled barbecued sauce  
4 pineapple rings  
packet of frozen chips  
cooking oil

Heat the cooking oil in a pan and cook the chops until golden brown. Place the chops in a shallow flameproof dish. Grill for about 3 minutes on each side or until browned. Drain off the fat thoroughly. Pour sauce over the chops and continue to cook for a further 5 minutes, basting well, or until the chops are cooked through. Place a pineapple ring on each chop and cook for a final 5 minutes. Serve with chips and green salad.

NOTICE OF A.G.M.

Notice is hereby given that the 4th Annual General Meeting of Sandtoft Transport Centre Ltd is to be held at Doncaster Museum, Chequer Road, Doncaster at 1.30pm on 21st November 1987. Detailed agenda will be circulated.

Special resolutions must reach me in writing by 10th October 1987 and should bear the signatures of the proposer and seconder, who must both be fully paid-up members of the Company at the time of signature of the proposal, as well as at the time of the Annual General Meeting.

Nominations for the posts of Director of Finance and Ordinary Director should reach me by the same date. I would be please to receive names of persons willing to serve on the Management Committee, or in any other capacity, prior to the day of the Meeting.

D.A. Peart, Company Secretary  
20 Clifton Crescent, Wheatley Hills, Doncaster, DN2 5NJ

-oOo-

The Board of Sandtoft Transport Centre Ltd wish to record their thanks to Mr R.V. Fawcett, who is standing down from the Board this year, for all his dedicated hard work over many years on behalf of the Museum.