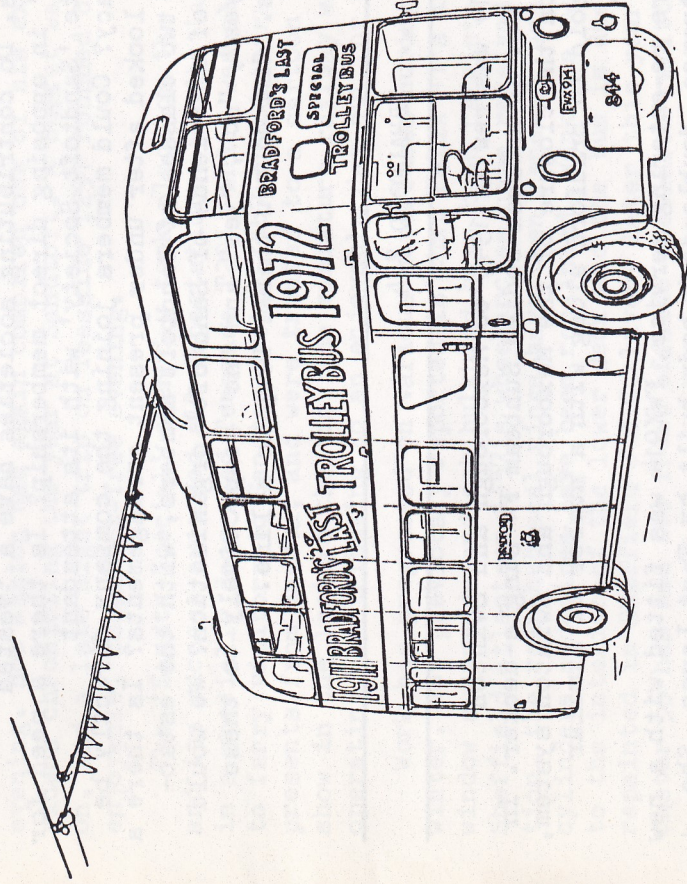


SANDTOFT SCENE

No. 5

April 1988



BRADFORD'S LAST TROLLEYBUS No 844 26th March 1972

THE SANDTOFT TRANSPORT CENTRE MAGAZINE

Editors:

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70, Pickwick Avenue, Chelmsford, CMI 4UN

SANDTOFT SCENE celebrates its first birthday with a new cover design and the introduction of photographs. Inside, however, the same mix of articles and news is maintained.

Developments at Sandtoft over the past three months have included the E.G.M. and the production of an interim report by the Future Planning sub-committee. Full details of each appear in this edition of SANDTOFT SCENE. Geoff Griffiths is again organising a Grand Summer Draw and seeks your support in making it even more successful than last year's.

The subject of direct company membership has raised many questions. Do contributing societies have a 'vested interest' in opposing direct membership? Is there a need for a separate 'Sandtoft Society' with its attendant bureaucracy? Could members joining the company directly be properly looked after under present arrangements? Is there a case for two classes of Sandtoft members, with the establishment of a 'Friends of Sandtoft' organisation? We would answer "yes", "no", "yes" and "no" respectively to these questions. What do you think? Drop us a line.

FOCUS ON ... BRADFORD 844

FWX914 was new in 1948 to Mexborough and Swinton Traction Co. as a Brush-bodied Sunbeam F4 single-decker. In 1961, upon the closure of the Mexborough and Swinton system, she was sold to Bradford along with a number of similar vehicles.

Before re-entering service, FWX914 was fitted with a new front entrance, double-deck body built by East Lancs. She then saw a further ten years service before, suitably sign-written as Britain's Last Trolleybus, she closed the Bradford system on 26th March 1972.

One resident at Sandtoft, 844 now resides at Ludlam Street, Bradford. On 24th June 1986, she was again driven on the streets of Bradford, powered by a generator trailer, to mark the 75th anniversary of British trolleybuses.

scene at sandtoft

The weekend of 19th/20th December was blessed with remarkably mild weather. A Future Planning Sub-Committee meeting was held on the 19th and an interim report has been typed up and circulated. Later the same day there was a Board meeting and the following people were invited to join the management team: David Brown (Marketing Manager), Martin Gibbons (Vehicle Exhibits Manager), Geoff Griffiths (Events Manager and Minutes Secretary), Jim Sambrooks (Engineering Manager), Andy Thornton (Traffic Manager) and Charlie 'Trees' (Commercial Manager).

The now traditional christmas party was held in the evening. Bob Ashton had again compiled one of his excellent videos chronicling the year at Sandtoft. A buffet was laid on, and a late night trip on Teesside T291 rounded off an enjoyable, complaint-free evening.

The 'Sandta Special' open day took place on the Sunday and its success exceeded all expectations. Sandta 'arrived' in a specially decorated Teesside T291, which was also used to ferry visitors to Sandtas Grotto. 167 children received presents from Sandta, and were treated to a cartoon film show in the lecture theatre. The miniature railway was operating, contributing to an enjoyable day out for all.

Work has progressed on various motorbuses during the winter. Not previously reported is that Felix 41's interior window surrounds and cab bulkhead have been repainted. Sheffield Atlantean 1357's wheelarches have received attention, the rear hub seal rings have been renewed, and brake cylinders and pipes have been repainted. Work has switched to the interior of the lower deck and the bus is due to be repainted in Sheffield J.O.C. livery later this year. Doncaster 55 has had its front offside wheelarch refitted and has been extensively repanelled and otherwise stripped of paint.

Further chassis cleaning and painting, particularly in the region of the rear axle, has taken place on West Yorkshire SMA5. After being checked over RM1109 temporarily left site during March to be evaluated in service by Go Ahead Northern. York Pullman 66 has been stripped of paint.

The transformer for the mains power supply has been

installed just behind the box van, and boards for meters etc have been fitted in the back corner of the depot. Since the transformer has to be a minimum of 17ft from all buildings, the box van will have to be relocated. 'Fort Jasper' has been demolished, and its contents neatly stacked to clear a suitable area of concrete pad. On its new site, the box van will be far less obtrusive than at present, both from the garden and from the road in front of the site.

Whilst on the subject of staff accommodation, a caravan arrived on site on 23rd December for general staff use. A large shed was obtained from the same source. The latest news on the mains supply is that Community Industry has begun digging the trench to carry the power cables to the overhead, but this task is presently in abeyance pending delivery of the cable.

Notts and Derby 307 was put over the pit on 21st December and a list of missing chassis fittings was drawn up. The other Notts and Derby, 357, has had its motor refitted. The remaining seat frames have been removed from the upper deck of Cleethorpes 54, and new floorboards and seat frame mounting brackets have been fitted. Lino and floor treads have been fitted in the lower deck, and a general tidying-up has been carried out in preparation for the reframing of the nearside of the upper deck, due to begin at easter.

New window pans have been made for London 1201, and preparatory work has begun on Derby 224, so that restoration can restart. More interior wooden finishers have been varnished prior to refitting to Nottingham 493. The trolley-base is being painted with anti-rust primer and the old tape has been removed from the trolley-poles.

The new awning at the railway station has been painted. The miniature railway group have dug out the route of the new siding to the engine shed. At present, carriages have to be manhandled from the engine shed to the track. Hopefully, three steam engines will be in service at easter.

The Community Industry team have tidied up an area next to the lecture theatre. Work has also continued on the new site gates. When finished, these will considerably improve the look of the entrance to the site. After a short break, C.I. have returned to continue tidying up the site. The exterior of the lecture theatre is to be creosoted, and the

emergency door completed. The ceiling in the ladies toilet is to be painted.

Many of the large trees along Belton Road have been pruned, which has pleased the local residents, and provided much kindling for bonfires. Charlie 'Trees' has stressed that he sought Board permission before removing the tree next to the trolleyshop. In addition, an unknown person has damaged the willow tree next to the tram shelter, and this will probably also have to be removed.

The task of resurrecting the rose garden next to the sectional garages has begun. Beginning with snowdrops, flowers are beginning to open at Sandtoft, reminding us that the new season is almost upon us. It is not too early to resolve to be at Sandtoft for Working Week in July. Jim Sambrooks is hoping to book a ride on Doncaster trolleybus 2450 along the test track at the Racecourse. Surely this is a good enough reason for coming!

... continued on p.17

E.G.M. +++ 2.00 +++ February 20th, 1988 +++ Doncaster.

The Chairman, in his opening remarks, explained that there was doubt as to whether sufficient notice of details of business to be transacted had been given to comply with the Company's articles, and ruled the special business out of order. It was agreed, however, that the special resolutions be discussed informally after the meeting had closed. Mr Darg also announced that he would be resigning from the Board as from midnight.

A secret ballot was then held for the post of Financial Director, the result being as follows:

Chris Oliver	24
Brian Wharton	5

Chris Oliver was therefore elected.

It was proposed that the Board consider coopting Martin Gibbons onto the Board, and this was approved by Board members.

The meeting closed at 2.25pm.

BOARD REPORTS

Summary of Board meeting 21.11.87

The fire insurance was renewed for a further three years.

The company had received a formidable questionnaire about the proposed community charge which would significantly affect the museum. This was passed to the company solicitor.

The company solicitor had discovered that only half of the A.G.M. business could be transacted. The Chairman proposed the abolition of the present Management Committee and this was accepted by the Board. The B.T.S. reps were happy with the proposal that society reps should meet the Managing Director four times a year.

Mr Fawcett agreed to remain as Director of Finance until the end of the financial year.

-oOo-

Summary of Board meeting 19.12.87

Regarding the new ruling at the A.G.M. about vehicles owned by non S.T.C. members, Mr Fieldsend would identify these vehicles and Mr Staniforth would write to the owners.

Chairman of the Future Planning Committee would not be a Management Committee post. Much time was spent by the Board on the possible composition of the new Management Committee so far as the posts were concerned and on who should occupy these posts.

It was decided that the Company Secretary should be in possession of a current list of S.T.C. members.

The managers would be asked to attend the next Board meeting. Mr Goddard agreed to take on the post of Managing Director once again. The E.G.M. would be on February 20th, if possible at Doncaster Museum again.

Vehicles currently outside because of the installation of mains electricity would pay outside rent for a quarter.

A letter had been received from Cobalt Ltd. clarifying the proposed M.S.C. scheme for vehicle restoration and the Board agreed that this should go ahead. Where vehicles are owned by societies or individuals, an agreement must be signed that on completion of

restoration the vehicle must remain at the museum for at least five years. Reading 181, Walsall 872 and Doncaster 33 were proposed for the scheme.

The Board were delighted to have Community Industry back on site.

It was agreed that the new caravan for site workers' accommodation should be accepted and should be placed at the back of the depot.

-oOo-

Summary of Board meeting 20.2.88

Although a success in other respects, the Sandta running day was not successful financially, largely because the stock was not available to open the trolleyshop

The Board had considered the Future Planning Committee's Interim Report. The most pressing item was the relocation of the box van and C.I. would be asked to move this on to the 'Fort Knox' concrete base. C.I. would also be asked to move the rectifier from behind the depot.

The points system had been overhauled and the Directors approved the new list of vehicles with a few amendments.

The cost of walling-in the new electrical equipment in the corner of the depot was likely to prove expensive. A quotation of \$1000 plus had been received from C.I. for this.

The Board was dismayed to hear of the Chairman's intended retirement. Mr Dare's work in establishing the museum and making a very substantial contribution to its running and administration are beyond praise. Every member of the company and indeed preservationists in general owe him a great debt of gratitude.

Andrew Thornton's father had offered to overhaul the workshop pit jack and the Board agreed that this should be done.

By unanimous decision the Board agreed to revoke the membership of Mr B. Maguire for a period of two years. He would have the right of appeal at the next A.G.M. The immediate cause of this decision was a misleading and damaging letter which Mr Maguire had written to the journal of the Transport Trust.

There has been no progress recently on the Cobalt MSC scheme or on the acquisition of a second temporary building.

EARLY DAYS AT SANDTOFT

By Jim Sambrooks

Way back in 1969, when I was living in Hertfordshire, (where? no, Ware!) a trip was advertised from Reading to Manchester using a Smiths of Reading AEC Regent V. The purpose of the trip was to see a film show in Manchester, but the return journey on Sunday was to visit Bradford, Huddersfield, Doncaster and the new transport museum at Sandtoft. Never having visited some of the places mentioned I booked to join the trip.

Saturday as I remember was cold and foggy as we made our way up the M1 and, of course, when we got to Manchester it was raining. The bus was parked in a Manchester Corporation bus garage for the night, and filled up with their fuel which contained an additive to keep the fuel lines clean. Unfortunately, the Regent had never had its lines cleaned until this time and the effect of the additive was simply to remove all the gunge from the fuel lines and deposit it in the filter, blocking same. The bus ground to a halt, coughing and spluttering and emitting much white smoke. An M.C.T. service van came to the rescue and a new filter element was fitted but this also became blocked a mile or so down the road.

One side effect of this was to give the enthusiasts on board a chance to photograph some of the municipal operators vehicles that abounded in the area immediately prior to the foundation of SELNEC P.T.E.

M.C.T. were summoned again and after some deliberation the filter element was removed and we were sent on our way somewhat late. In view of the lateness we simply drove through Bradford under the new overhead we had hoped to sample and a short photo stop was made at Thornbury Works. Huddersfield was missed out altogether and Doncaster was reached via Wakefield.

After a dinner break in Doncaster we moved out to the back of beyond and pulled up in the middle of nowhere. Our driver, who seemed to have some authority, left his cab and boarded the bus. He was more than a little upset as it appeared that we had arrived at the proposed transport museum, but the shed that should have been built hadn't, and we had come all this way to look at a piece of derelict

land.

A Bradford RT pulled up behind and we were transferred to that vehicle whilst our driver, who turned out to be Michael Dare, took off in the Smiths to find the builder. We were taken to a scrapyard in Belton where a number of Trolleybuses were slowly sinking into the mud. Mike eventually returned with the Regent and we made our way back to London without further incident.

My next visit to Sandtoft was over the Easter weekend in 1970, responding to requests in 'Trolleybus' for volunteer labour. On arrival I found that the shed had been erected and filled with eight vehicles; as I remember these were Huddersfield 619 and 631, Bournemouth 212, Reading 181 and 193, Doncaster 375, Glasgow TB78 and Bradford 410, the RT mentioned earlier. The Huddersfields were parked long ways on presumably because they were too long to fit the usual way round in the depot: I'd been scutched for calling it a shed. Five people were on site that weekend, Dave Chick, Martin Harvey, Dave Lovegrove, Francis Whitehead and myself.

I can't remember what work was carried out that weekend but I was made welcome, and returned a few months later to find that another trolleybus had arrived and was parked outside on a piece of hard standing about where the workshop now is, this being Huddersfield 541.

That Saturday night I drove into Doncaster and at the Garment traffic lights I was confronted by a Bradford PD2, interesting, I thought and wondered which of the independents it belonged to. Behind it was a green double decker but it was not until the lights changed and I passed the two vehicles that I realised that the green bus was a Nottingham trolleybus being towed by the PD2. The PD2 was Bradford 558 and the trolleybus Nottingham 493.

On my return to Sandtoft that night 493 was parked next to the depot where the metal doors now start but there was no sign of 558. I slept in my van and next morning my breakfast was interrupted by a car pulling onto site driven by Paul Tucker, Mike Dare's cousin from Belton who was taking Steve Collins, 493's owner back to Doncaster; they had stopped off to photograph 493 at its new home.

That afternoon a blue Morris Traveller pulled in. The rest of the workers knew the driver, a rotund gentleman with

a huge and lively alsatian dog and the broadest Yorkshire accent I'd ever heard. T'missus (sorry, Jean) had a kip in the car whilst we sat upstairs on 493 discussing the future of the museum.

The gentleman concerned was none other than Les Flint, sadly no longer with us, and on hearing that I had spent the night in my van insisted that I would stay at their house next time I came to Sandtoft. At that time I used to travel all over the country at weekend and holiday times living in my van for up to a fortnight at a time, so Sandtoft for a weekend was no hardship despite there being no facilities whatever on site.

On subsequent visits the number of vehicles parked alongside the depot was growing steadily. It must have been my third working weekend that Les arrived with a good load of DOLRS workers on York Pullman 66, and I was later treated to a trip to Haxey in 66 to see the preserved vehicles in that shed. I think it was about this time that we started to plant poles and I got involved with people like Bob Ashton, Pete Goddard and Len Smith.

Working at Sandtoft in those days was so enjoyable that my visits became more frequent, until in 1972 I got fed up with having to go home on Sunday nights. I got a job with Doncaster Corporation and moved to the town in January 1973. It was probably the biggest decision I had made in my life but looking back, I think, the best.

The purpose of this article, although it seems to have gone a long way round, was to point out that trolleybuses and motorbuses have always lived happily together at Sandtoft. Why there should be so much anti-motorbus feeling at Sandtoft these days is beyond me.

Editors note. Further amusing incidents from early days at Sandtoft, recounted by Jean Flint, appear in the December 1985 edition of 'Fleelines'.

PHOTOSCENE - back cover.

UPPER - AEE24, a Roe bodied Karrier W new to Grimsby Corporation, is seen here in Grimsby-Cleethorpes livery.

LOWER - HBE541, seen here in Walsall and now preserved, is a Roe bodied Crossley ex Cleethorpes. (both RF Mack/NTA).

The Sandtoft Miniature Railway Society was formed in 1983 by a group of seven members, four of these have since left, but our membership is back to seven at the moment. We are still looking for new members that would be interested in helping on running days, or with construction of new projects to the railway.

Future projects for the railway which we hope to do this year include the installation of another set of points on the back straight so that the passenger trucks can be run out of shed on to the main line without having to lift them out every time. Also some form of traverser in the shed to store the trucks on.

The main track itself needs constant attention such as levelling up and ballasting, especially the straight on the station side, which if anybody has ridden along lately will know.

The station canopy has to be completed with the painting of the fascia and main roof frame, the colours being cream and chocolate brown. We are still looking for someone who is good at signwriting to do us the station name boards, and price boards.

Also the station platform requires concreting, and a water tower is to be built to collect rain water off the station canopy, as this is softer than the tap water and stops our boilers from scaling up.

Projects for the distant future include a new engine shed at the side of the lecture theatre with steaming bays, a raise and lower turn-table for the loading and unloading

of visiting locomotives. New passenger trucks complete with a braking system. A signalling system on the main track for when more than one locomotive is running.

Over the christmas period another locomotive had steam trials at Sandtoft on Sunday 3rd January. It has taken three years to build and there is another four or five months work still to do to finish it completely. The trials were very successful and I was very pleased with the run we had. The locomotive is a O-6-O side tank, based on a National Coal Board shunter. To be named 'Princess Sarah', the livery will be black with red lining-out, and it will feature Stevensons valve gear.

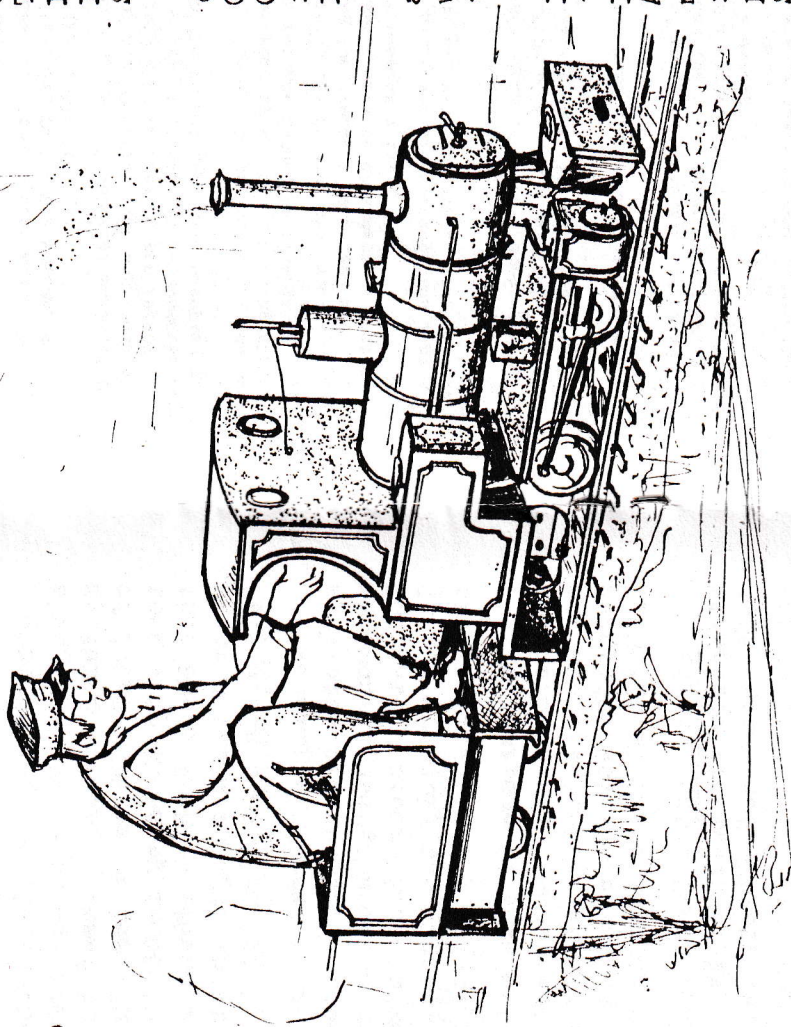
The line drawing by Bob Ashton depicts 'Helen', a Romulus type O-4-O with Ackworth valve gear. Originally painted blue, this loco is now red. The third steam locomotive, 'Tich', is also red.

Future locomotives may include a 2-6-2 Manning-Wardle loco weighing $\frac{3}{4}$ tonne, and even a 2 tonne 16ft Beyer-Garrett.

So now we have three steam locomotives to run on open days in 1988, and we hope it doesn't rain like it usually does at Sandtoft. Anybody who wishes to become a member or can help us in any way, for example with the signwriting, please contact me, Treasurer of Sandtoft Miniature Railway by phone on THORNE (0405) 815174, or

Mr I.P. Tattersall,
14, Haig Road,
Moorends,
Doncaster, DN8 4NB.

SANDTOFT MINIATURE RAILWAY



by post as follows:

1. Introduction. The Future Planning Sub-Committee has been asked to draw up a framework within which the future development of the site can take place. To date, it has met five times, and its discussions are summarised in this report.

In drawing up this framework, the committee had to balance conflicting considerations. The need to correct some present shortcomings in the layout of the site must be balanced against the cost of alterations. Just as there is a tendency to accept present arrangements as the most suitable, there is sometimes a desire for change for the sake of change. There has to be a compromise between sufficient detail in the plan and flexibility to cope with unforeseen circumstances. Sandtoft Transport Centre needs to be more than just part of an old airfield packed full of buses: the committee has tried to make the museum attractive to visitors, whilst ensuring that vehicle restoration can continue unimpeded.

As should be expected, not all members of the committee agree with every detail of this report, which is however a consensus of the most widely held views. Its purpose is to provoke comments, in order to allow a final, workable plan to be produced.

2. Museum name and vehicle admissions policy. The word 'trolleybus' should be included in the museum's name, either directly (eg Sandtoft Trolleybus Museum) or indirectly (eg Sandtoft Transport Centre - Home of the Trolleybus).

Only road vehicles should be resident at the museum, and all vehicles admitted in future should be historic and/or in reasonable condition. Owners should undertake to keep their vehicles presentable. When considering future admissions, a trolleybus should be accepted unless there is a specific reason why it should not be, whereas for buses, commercials and cars, there should be a specific reason for their acceptance.

3. Size of site. The future plan is based on the site at its present size, and the possibility of buying the site needs clarifying. The renting of runway running rights, and guaranteed parking for Gatherings and open days require immediate attention.

Should an adjacent area of land become available in the future, this should be considered as an additional area of open-air parking for resident vehicles, and visiting cars and coaches. Building on this land should only be considered if the museum's resources of finance and manpower increase considerably.

The company may, however, consider buying or renting vehicle accommodation away from Sandtoft, as a purely commercial venture to relieve vehicle overcrowding on site.

4. Fencing and access to site. The three existing vehicular accesses to site should be retained, and the present visitors entrance needs to be developed with, for example, a secure posting box and a 24-hour information point. An additional, pedestrian access for visitors should be provided approximately where the site entrance used to be.

A double-sided sign should be erected next to the road displaying the museum's name and details of the next trolleyday.

An attractive fence is required for the front of the site. Railings and/or a Hawthorn hedge would be suitable. The boundary behind the depot seems sufficiently secure, but the other two sides of the site require a secure, functional fence. Period style advertisements could be erected along the back straight.

5. Depot accommodation. The depot's present appearance needs improving, and the provision of a running shed would be an advantage. A long discussion resulted in no firm recommendations, but the variety of suggested possibilities can be encompassed by the following three options.

(a) A new running shed for a small number of trolleybuses could be built on the present site of the trolleyshop. This would be wired at rightangles to the wiring in Sandtoft Square.

(b) A new entrance could be provided in the end of the depot facing the road, to allow trolleybuses to run along the length of the first row of the depot. It may be possible to alter the far end of the depot (in front of the generator house) to allow

vehicles to run out directly on to the turning loop, by replacing a pillar and lintels with a gable.

(c) An entrance similar to (b) could be provided to allow trolleybuses to run into both of the front two rows of the depot. Wiring could be erected along the width of bays 13 - 22, to provide parking for up to 12 vehicles. The wired section could be separated from bays 1 - 12 by a fire wall. The depot doors along this section could be replaced by a brick wall incorporating period windows. Some doors could be rehung on the back of depot IV, which would house 'wrecks' and vehicles being worked on.

All options would require resiting of the trolleyshop. Option (a) will provide additional covered parking, at the cost of building a new depot. Options (b) and (c) will provide attractive depot entrances facing the road and improved public viewing of vehicles, but will reduce the vehicle capacity of the depot.

Fire precautions are needed in the depot, but all options appear to be difficult or expensive. A sprinkler system would require a water tower. Fire curtains are flexible, but would require the depot structure to support additional weight. Fire walls would be another alternative. Air circulation needs improving, possibly by the provision of roof-mounted ventilators. The committee understands that additional lighting is to be provided in the depot.

6. Overhead wiring. Many existing traction poles are becoming due for replacement. There are reservations about using further old second-hand poles, unless they can be reinforced eg by filling them with concrete. The test track at Doncaster may be a source of stronger, newer poles suitable for any extension down the runway. Other transport museums may be experiencing similar problems and the possibility of placing a bulk order for new, traditionally styled poles should be investigated. (Committee chairmen note: Bournemouth P.T.A. intend to use old trolleybus traction poles).

A new overhead layout cannot be finalised until the depot layout is agreed. A new junction in the far corner, in conjunction with the runway extension, would eliminate the need for a turning circle in Sandtoft Square. The Square could then be rewired to bring the outer circle closer to the inner, thus making better use of the square for displaying preserved vehicles.

The provision of a turntable, possibly the one from Christchurch, would be a great attraction to the museum.

7. Mains power supply. No buildings can be sited within 17ft of the transformer, and this requires resiting of the mess hut. The rectifier and associated equipment will occupy the third row of bay 22 of the depot, thus displacing just one bus. This area will be securely walled off, but a viewing window could be incorporated in either of the walls inside the depot. The area could also be roofed, to create more storage area. Double exit doors may be needed in the back wall of the depot, to facilitate any installation of new equipment in the future.

8. Runways. Concrete surfaces were considered to be in keeping with the trolleybus era, and tarmac and cobblestones were dismissed. Reconcreting of the runway will, however, eventually be necessary. The runway should be made to look more like a road by being kerbed to a constant width wherever possible (consistent with the needs of vehicle shunting). The kerbed off areas could be covered with paving slabs to increase the visitor circulation area, thus reducing the need for visitors to walk on the road.

Drainage of the runway is inadequate and needs improving.

At least part of the workshop road should remain open to public access, thus that corner of the site needs tidying up eg by resiting the burning area. A pedestrian gate could be provided across the gap between the gents toilet and the workshop, and double gates across the workshop road behind the ladies toilets.

9. Miniature railway. The only additional development planned for the miniature railway is an engine shed/turntable/steaming area complex next to the lecture theatre. The existing engine shed will eventually be demolished.

The new engine shed will be a permanent structure, approximately 16ft x 25ft in size, and of a similar height to the lecture theatre. The engine shed needs to be properly designed and built.

10. Car and coach parking, and gardens. The central grassed area will continue to be used as a car park. As a temporary measure, one or two coaches can be accommodated on the runway, but the only area of the present site suitable for coach parking is the far, top corner of the site, presently occupied by 'preserved' vehicles.

The present picnic area will be retained, and should not be affected by the depot alterations described in section 5. A line of fast-growing conifers could be planted from the road across to the site of 'Fort Jasper', to screen off the picnic area from an area designated for staff car parking. The concrete pad presently fronting the mess room could eventually be paved as a patio, and one of the tram bodies, restored as a summerhouse, could be sited in the picnic area. This would also be the most sensible site for a children's play area.

The area behind the proposed second temporary classroom (see section 11) will be maintained as a wildlife area, and other gardens are being developed around the site, to improve the attractiveness of the museum.

11. Street scene, and temporary classrooms. A second temporary classroom will be erected at right angles to the existing lecture theatre, as previously agreed. This will become the new lecture theatre/small exhibits area, allowing the existing building to become the bookshop/traffic office.

The street scene will consist mainly of 'Tarran' type pre-fabs, similar to the existing Trolleyshop. One exception could be the pub, but this has not been discussed in detail. No measurements have been made, but 3 or 4 pre-fabs plus the pub would probably fill the area available. Possible uses for the pre-fabs are:

(a). Car showroom (containing preserved cars paying rent), fronted by a petrol filling forecourt. An old-style workshop might also be included.

(b). A 'medium exhibits' area (as opposed to 'small exhibits'), possibly with a trolleybus chassis as centrepiece.

(c). Staff sleeping accommodation, in a building disguised as a shop.

(d). A new canteen, with adjacent toilet facilities (the latter with 1930s facade?). If the canteen is sited at the top end of the street, it may be considered to be close enough to the existing toilets. An adjacent area of grass between the runway and railway could be used to set out chairs and tables.

The existing Trolleyshop building would thus become redundant, and could be moved to allow the alterations to the depot described in section 5.

12. 'Works' area. The wall of the workshop facing the runway should be rebuilt in period style. A small, secure store could be built on the back, next to the existing back door. Both of these improvements have been suggested in the past.

The sectional garages, presently visible to the public, need moving, or 'tarting up' and fitting with doors. The stores building would remain unchanged for the present, although a larger, purpose-built building, joined to the depot, could eventually replace it on the same site.

The entire area behind the depot, and behind the line of conifers mentioned in section 10, should eventually be covered with crushed limestone. 'Fort Jasper', in its present form, should be demolished.

13. Staff accommodation. This has proved to be the most difficult subject on which to draw up proposals. Improved eating and sleeping accommodation were agreed to be necessary.

The mess room will have to be moved, probably onto the concrete pad in front of 'Fort Knox', if it can be made to look less obtrusive than at present. The possibility of a toilet block, incorporating hot water and shower facilities was suggested. This would be sited next to 'Fort Knox', and would be exclusively for staff use, except for on the busier open days.

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The sub-committee cannot meet again until the questions raised in the interim report have been answered, and comments have been received on the various options presented. It would be nice to think that a final report could be produced in time for the Sandtoft A.G.M. in November.

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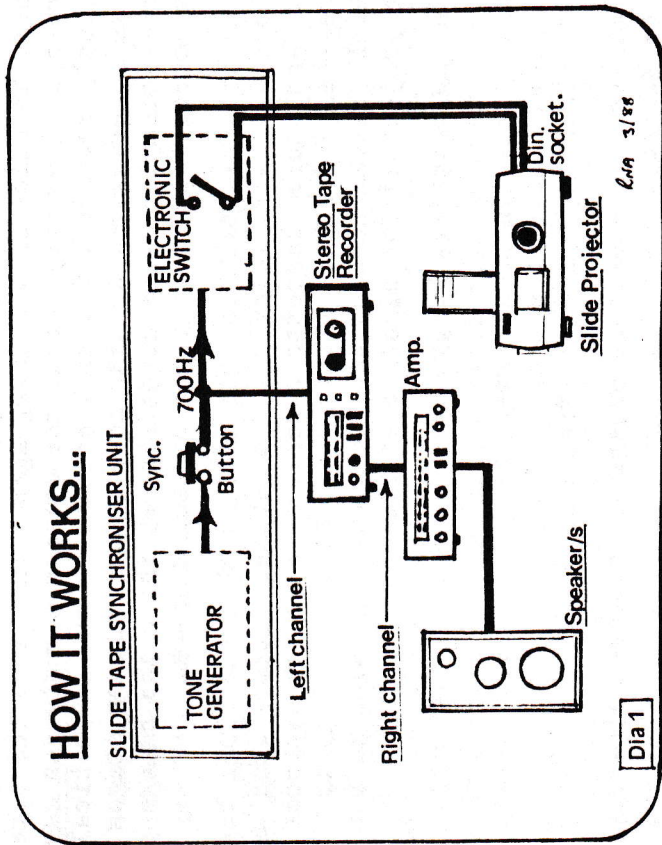
FROM.... "MAGIC LANTERN"

TO DISSOLVE AUDIO-VISUAL PROGRAMME

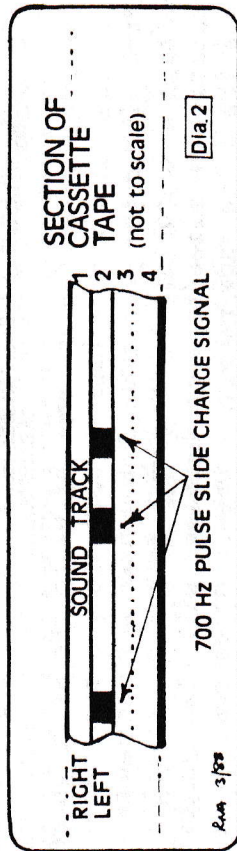
Part 4 Slide/tape synchronisation

by Bob Ashton

Our progress so far has brought us to the stage where we have a slide show with a tape or cassette pre-recorded soundtrack. For the professional touch we now introduce slide/tape synchronisation to give a full audio visual presentation. A slide/tape synchroniser will electronically operate the slide show receiving pre-recorded sound pulses from the tape recorder.



A tone generator provides a tone of 700Hz. When the sync button on the synchroniser is pressed, the tone is applied to the electronic switch and also to the left hand of the tape recorder (set on 'record'). The switch in the unit operates a relay contact (electronic switch) which changes the slide and also to record a tone burst on the tape, whilst recording a sound track mix from our previously recorded tape with music/commentary/sound effects at the same time.



After making the recording you can now replay the tape and set the slide show running again. This time the tape recorder will exactly repeat the command signals you have previously recorded. The show can now be run automatically over and over again. As with most of our earlier stages several attempts may be needed to get the slide change pulse at the correct point to match our sound track.

The only drawback to this unit is that the 700Hz tone can be heard very faintly (or sometimes louder) when using a standard stereo cassette recorder/player. To overcome this a 'free-head' cassette recorder should be used and is certainly recommended should you eventually wish to use two slide projectors for dissolve effects.

In the meantime, happy 'AV'.

Slide/tape synchroniser:-
Magneta Electronics Ltd,
98 Calais Rd, Burton-on-Trent, DE13 0UL.

Phillips 'free-head' recorders (from approx £60-£200):-
The Widescreen Centre,
48 Dorset St, London, W1H 3FH. (01 935 2580)

SELLING POINT

This month we begin a new service for Sandtoft members, slides by post. Our first selection features vintage black and white views of both motorbuses and trolleybuses.

V16 Colchester	Dennis E / Strachan & Brown	1928
V17 Greyhound	ADC 416A/Strachan & Brown FC26D	1927
V20 Coventry 12	Maudslay / Hickman FO58ROS	1923
V21 Coventry	Maudslay ML4 / Hickman B26D	1927
V23 Wolverhampton 66	Tilling Stevens/Dodson H34/32R	1928
V25 Huddersfield 10	Guy / Blackburn A&MC B20F	1922
V27 York 4	Edison / Hora B22F	1922
V29 Bloemfontein 1	RET / RET B25R	1915
V31 Wallasey 19	Karrier DD6/Hall, Lewis H36/30R	1928
V33 Northampton	Thornycroft A1 / Brush B20F	1925
V43 Wellington 1	AEC 602 / Cousins & Cousins B29F	1924

Slides are available at 20p each from Chris Oliver, STC postal sales, 70 Pickwick Avenue, Chelmsford. Please add 15p for p&p. SPECIAL OFFER: Complete set of 11 slides: £2.00 post free.

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SCENE AT SANDTOFT - continued.

Geoff Griffiths is again running a Grand Summer Draw in support of Sandtoft. Ten books of tickets are to be sent out with society magazines to each company member. The draw will be on the last trolley weekend and the result will be published in SANDTOFT SCENE. Tickets will also be sold at Sandtoft throughout the season. If each member sells his quota, or donates the equivalent himself we could raise almost £2000; any member who can sell more will, willingly, be supplied by Geoff via Sandtoft or from his address on the tickets i.e. 31 Saunders Way, Derwen Fawr, Swansea, SA2 8AA (tel: 0792 297953). Any member who is prepared to donate a prize or contribute towards one would also be greatly appreciated. Please contact Geoff.

The provision of information plaques for resident vehicles would help to make our collection more interesting to visitors, and Geoff has kindly offered to produce these. Any vehicle owner wishing to take up this offer should supply relevant information to Geoff eg. chassis and body make and type, date new, brief service details etc.

postbag

From Sandta,
The Workshop, Sandta Land.

I have now returned from visiting you and wanted to thank you all for such a great welcome. To ride on a trolley-alledge was a new experience - and to ride on a Sledge-master; both so well driven and in such beautiful condition.

I can't remember all your names, but these people really made sure I was there in that fairy tale Grotto. I have decided they should have special gifts:

- Beryl Dare - a new Ford Fiesta Ghia painted yellow.
- Pat Ashton - her own Garden Centre.
- Bob Ashton - a 48 hour day
- Chris Oliver - a magic wand to instantly restore all derelict trolleyalleges without getting dirty or doing any work.
- Charlie Trees - Eton School and Harrow re-erected at Sandtoft.
- Young Sapling - Leading part in a West End play.
- Jim Sambrooks - 50 years supply of reel ale.
- Andy Thornton - a fleet of fully restored Nottingham A.E.C. Regent III's.
- Peter Swift - a new Bradford Optare trolley.
- Steve Gill - a lifetime supply of Fairy Liquid.
- Glynn Pegg - to operate all London Buses routes by Routesmaster.
- The Railway Group - to run branch lines all over the country. and ...
- Kirstin - may all her wishes come true.

It was good to see boys and girls from Belton, Epworth, Haxey, Doncaster, Crowle, Sheffield, Bradford, York, London etc etc. It was lovely meeting them all, and hearing all their news.

I look forward to seeing you all next year - so long as you're good!!

Eye for now.

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DATES TO NOTE

- SUN 3RD APRIL - Trolleyday, noon to 6pm.
- MON 4TH APRIL - Trolleyday.
- SAT 30TH APRIL - D.O.L.R.S. meeting, Three Horse Shoes, Town End, 7.30pm. Bring your own slides, please. All welcome.

- SUN 1ST MAY - Trolleyday.
- MON 2ND MAY - Trolleyday.
- SAT 28TH MAY - D.O.L.R.S. meeting, Three Horse Shoes, 7.30. All welcome.
- SUN 29TH MAY - Trolleyday.
- MON 30TH MAY - Trolleyday.
- SAT 25TH JUNE - D.O.L.R.S. meeting, Three Horse Shoes, 7.30. Annual members quiz. All welcome.
- SUN 26TH JUNE - Trolleyday.
- MON 27TH JUNE - Sandtoft Schools Day.

p.s.

• A REVIEW OF COMPANY MEMBERS JOINING THROUGH D.O.L.R.S. HAS SHOWN THAT OUR MEMBERSHIP LIST IS SOMEWHAT OUT OF DATE, PARTICULARLY AS A RESULT OF MEMBERS CHANGING ADDRESSES. WOULD MEMBERS PLEASE REPORT FUTURE CHANGES OF ADDRESS TO THE EDITORS, OR STEVE COLLINS S.T.C. MEMBERSHIP, 26 CASTELLAN RISE, BESTWOOD PARK, NOTTINGHAM.

• Please note that the names and addresses of company members are held on computer at 42, Rodney Crescent, Huddersdon, Herts EN11 9EW. This is solely for the purpose of distributing SANDTOFT SCENE. Would any member objecting to this arrangement please contact the SANDTOFT SCENE Editors.

• CONTRIBUTORS THIS MONTH WERE BOB ASHTON, JIM SAMBROOKS, TONY PEART, BILL STANFORTH, 'FLEETLINES', SANDTA, PAUL TATTERSALL AND A CHRISTMAS CRACKER. ARTICLES ON ANY ASPECTS OF COMMERCIAL ROAD TRANSPORT PRESERVATION WOULD BE WELCOMED FOR SANDTOFT SCENE NO. 6, DUE TO APPEAR AT THE BEGINNING OF JULY.

SELLING POINT

'The Trolleybuses of Grimsby and Cleethorpes', 20-page booklet with 8 photographs. 45p (post free) from Andrew Fieldsend, 70 Pickwick Avenue, Chelmsford. All proceeds will help with the restoration of Cleethorpes 54, (F#8990) at Sandtoft.

junior scene

In this word search, you must find the names of twenty different types of bus.

All the words are in straight lines, but may be in any direction, eg. ECW.

WILLOWBROOK COMMER
CROSSLEY BUT
WEYMANN AUSTIN
DAIMLER MCW
BURLINGHAM DUPLÉ
BARVABY BRUSH
GARRETT ROE
KARRIER SUNBEAM
LUDEWIG BRISTOL
PLAXTON ECW

Q W E R T Y M A H G N I L R R U B
I U W E Y M A N N O P A S G D A
F G H I D A I M L E R C A J K R
L Z X C L V B N M Q W R N E L N
R T S Y E L P U D U R O O U A
B R U S H I O O P E A S T S D B
U D N F G H J W T K L S X Z E Y
T X B C V B C T B N I L A M W Q
W E R T E Y U I R I E L O I P
W A A U S T I N B S O Y P D G F
C O M M E R G H J K L O Z E O R
M X C V B N R R E I R R A K M Q W

Q - If a buttercup is yellow, what colour is a hiccup?
A - Burple.

BOXWAGON
COCKERY

CORNERED BEEF HASH (serves 4)

- 12oz tin corned beef
- 2oz butter or cooking oil
- 1 onion, peeled and chopped
- 1 1/2lb potatoes
- 15oz tin baked beans

Peel and boil the potatoes. Melt the butter in a large pan, add the onion and fry gently. Add the cooked potatoes, diced corned beef and baked beans, together with a little water and salt and pepper to taste. Continue to cook for approx 15 min, stirring occasionally. Serve at once.

