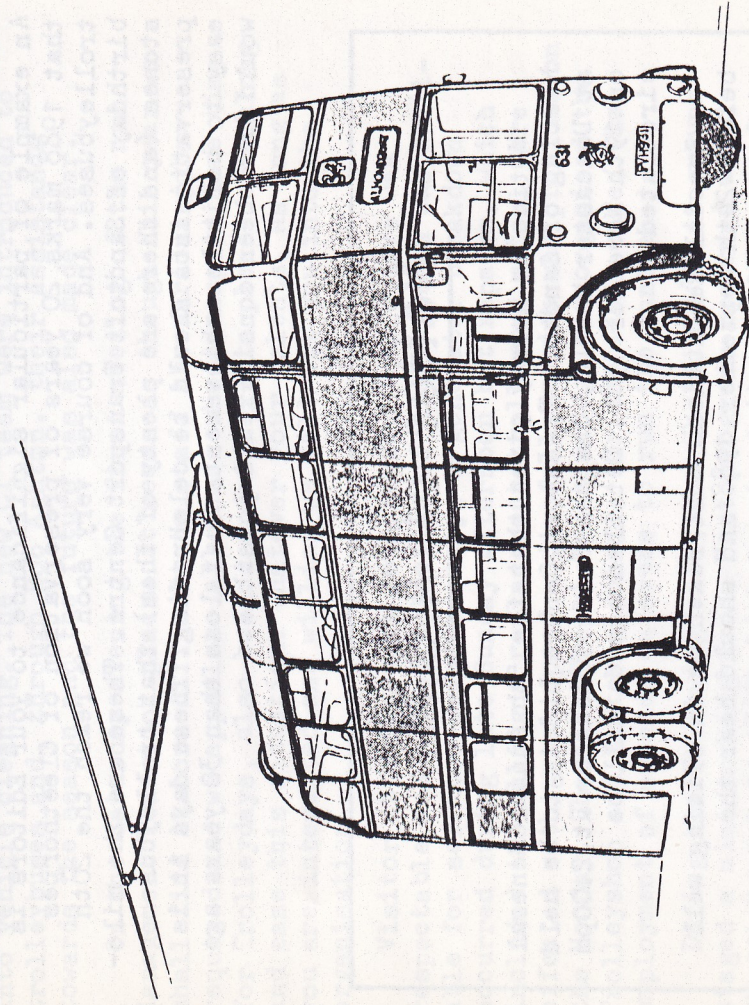


# SANDTOFT SCENE

No. 6

July 1988



THE SANDTOFT TRANSPORT CENTRE MAGAZINE

Editors:

Andrew Fieldsend and Chris Oliver  
70, Pickwick Avenue, Chelmsford, Essex, CM1 4UR.

## EDITORIAL

Is it time that the trolleybus preservation movement stopped looking to the past, and started instead to claim credit for its own achievements? We persist in 'celebrating' anniversaries of closures of trolleybus systems, despite the fact that these events are fading further and further into the past. For how much longer is the general public going to appreciate the significance of these dates?

Of increasing importance is the fact that many trolleybuses have now been in preservation for around two decades. An example of particular significance to your Editors is that 1988 marks 20 years of preservation of Cleethorpes trolleybuses. And of course very soon we reach the 20th birthday of Sandtoft Transport Centre. These are the milestones (and there are plenty of them) that trolleybus preservationists should be celebrating. These days it is easy to belittle achievements that less than 30 years ago would have been considered impossible.

# Scene at sandtoft

During the weekend of 11th - 14th March preparation, repair and examination of trolleybuses for the season's service was carried out by Martin Gibbons, David Brown, Geoff Griffiths, Jim Sambrooks and, this year, by Richard Bilbe instead of Malcolm Coates. 56, 72, 291, 375, 631 and 834 were put through the workshop, examined, repaired and road tested for the season. In addition the operating area was partially prepared by reberthing vehicles back in the depot or in areas not blocking running, and on the Thursday before Easter this continued as did attention to 193, which was blocked in for the weekend. A lot of effort was also put into vehicle cleaning. The new CI team were introduced to trolleybuses and, through Bob Ashton, their assistance towards the season and the future was also made clear.

On the Saturday evening the first meeting of the new Management Team took place. It seems as though this year we shall find it more difficult to staff the various jobs required and we appeal to all those who can spare some time for Trolleydays, also before and after, to please come along and ease this situation. Whatever your talents, as long as you are interested and willing we will fit you into the organisation.

Visitor attendance at both Easter Trolleydays was respectable and a good selection of trolleybuses was available for service. Unfortunately, a generator breakdown occurred during late Sunday afternoon but repairs, which included installing a replacement trolleybus motor, were effected with great speed and a full service was provided on the Monday. Charlie 'Trees' has thoroughly reorganised the Trolleyshop and Easter also saw, for the first time, the employment of outside caterers to run the canteen.

During the following week, the Sheffield/Felix groups staged a mini working week. Most progress occurred with Sheffield J.O.C. 1357 which received its second coat of cream undercoat, two coats of cream gloss (the second on the lower body panels only) and the second coat of blue undercoat. The lower deck heaters were refitted and connected to new pipework, and the upper deck pipework was installed. All new pipework/heater connections were primed and undercoated in blue. Finally, the window rubbers on the

## Notice of A.G.M.

Notice is hereby given that the 5th Annual General Meeting of Sandtoft Transport Centre Ltd is to be held at Doncaster Museum, Chequer Road, Doncaster at 2.00pm on 19th November 1988. Detailed agenda will be circulated.

Special Resolutions must reach me in writing well before 24th September 1988 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.

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

entire bus were sealed by painting in tyre black to stop black runs, and the front and rear bumpers (skis) were undercoated. On Doncaster 55, further stripping of window surrounds and replacement of damaged original body panels took place. Ignition problems were diagnosed as a loose wire to the starter motor. Sheffield 754 was prepared for (and passed) its MoT, whilst the fuel starvation problem dogging Felix 41 was isolated and remedied.

Other vehicles receiving attention that week included Doncaster 122 and 206, both of which were MoT'd, and Doncaster 'Tarburner' 112. Cleethorpes 54 had its nearside upper deck reframed. Two original pillars and various items of sub-framing were retained. New glass was fitted, as were some small panels and the varnished wooden finishers, and gloss paint was applied to the interior. A useful piece of inter-museum cooperation occurred when Bob Shaw, from the Aston Manor Transport Museum in Birmingham, removed most of the dents in 54's front dome using his fists and a seat cushion.

An impressive exhibition of photographs and captions has been set up in the Lecture Theatre to mark the 20th anniversary of the closure of the Reading trolleybus system. On Saturday 9th April, Sandtoft hosted a meeting of representatives of the National Association of Road Transport Museum Societies, and a special trolleybus service was laid on using Reading 193.

The boxwagon was moved onto the concrete pad next to 'Fort Knox' at the end of April and the electricity and water supplies were soon restored. All boards for the mains power supply have now been installed in the corner of the depot. Both May-Day Trolleydays passed off without a hitch although on Sunday there was a thunderstorm. Some re-concreting of the runway took place.

Three new toilet seats have been donated to Sandtoft and fitted in the ladies toilets. At last, ladies can come to Sandtoft without fear of having their bottoms pinched. The men are not so lucky!

Vehicles departing from site in recent months have included the two single deck Crossley motorbuses. Possible future departures include RM85 (a temporary resident), RM 1109 and Lincolnshire 2537. RMA52, our regular service bus,

may also be leaving - an interesting article by Glynn Pegg on this bus appeared in the May 1988 edition of 'Buses'. To recap, other deletions to the fleet list that appeared in SANDTOFT SCENE no. 2 are Sheffield United Tours 322, York Pullman 64, the Commer mobile generator, RLP513 (the London taxi) and the Newcastle tram body. In spite of this the site still seems overcrowded! Additions to the list are the A.E.C Mammoth Major lorry and a small electric truck. A new list of vehicles being offered depot accommodation has been produced, and inside vehicle rents have been increased.

Points raised by the Future Planning Sub-Committee's interim report were discussed at the Board Meeting on 28th May. Again, no response has been forthcoming from the membership on this subject. An unexpected addition to the stores has been a supply of trolleyhead carbon inserts from Hull Transport, which ceased running trolleys in 1964!

C.I. left site on 31st May, after completing tidying up the site. The new site gates have been painted, and a start was made on painting up the demonstration trolleybus chassis (Bradford 843). It is possible that C.I. will not be back on site by Working Week. As many members as possible are asked to be on site that week to ensure that preparations for the Gathering are completed.

Developments on the railway mainly centre around the area of the engine shed. A traverser has been installed in the shed and a siding is presently being laid between this and the main circuit. The foundations have been dug for another length of track, which will be a loading/steaming bay. Improvements to the gardens have been carried out in conjunction with this work. Behind the lecture theatre a passing loop is to be installed. With three steam engines in use on Trolleydays, the Miniature Railway is rapidly becoming one of the main attractions of the museum.

During the week following Whitsun, your editors sampled the caravan (Golden Pride Guest House) and found it to be extremely comfortable. It now features net curtains and an electric light. Any member wishing to use it should contact Jim Sambrooks for the key.

Doncaster 33 has been stripped of paint thanks to arrangements set up by Dennis Pye. Other motorbuses receiving attention recently include Doncaster 122, West

Yorkshire SMA5 and Sheffield 1357, which should be fully repainted by the time this edition appears. Felix 41 was MoT'd. Work continues steadily on Bradford 558. The cab ceiling has been renewed, the cab door rebuilt and new battery inspection hatches are being made. Work has been disrupted by blackbirds who have built a nest (now containing three eggs) behind the drivers seat.

For a change, trolleybuses have probably received more attention than motorbuses recently, with those from the East Midlands faring particularly well. The wiring in the trolleybooms of Nottingham 493 is being resheathed and Nottingham 578 has been booked into the workshop. Derby 224 has been stripped of paint and repainted where necessary. The two broadside adverts, for Offilers Ales and Tarantella Peeled Tomatoes, have been traced for eventual reinstatement. The upper deck has now been repainted and the vehicle is said to be close to running order. Cleethorpes 54 has had the front of the upper deck reformed and another wheel dish stripped and repainted.

The boards specially mounted on Maidstone 72 to mark 20 years of retirement have now been removed. Reframing and repanelling of the lower deck of Bradford 735 is continuing and the staircase window has been reinstated. This vehicle is due to return to service next year after the replacement of a steel stress panel behind the front wheels.

The Editors would like to thank Geoff Griffiths and Tucker for their contributions to this edition's notes.

---

#### FOCUS ON ... HUDDERSFIELD 631

FVH931, built in 1959, is a Sunbeam S7A (a marque only otherwise built for exports to South Africa) with East Lancashire Coachbuilders body. Acquired for preservation direct from passenger service, 631 operated over both the Reading and Bournemouth systems before transfer to Sandtoft. In 1983 she received a complete external repaint at West Yorkshire P.T.E.'s Great Northern Street works and is now one of Sandtoft's star performers. She is owned by the West Yorkshire Transport Circle. 13th July 1988 is the 20th anniversary of the closure of the Huddersfield system.

## BOARD REPORTS

Summary of Board Meeting 2.4.88

Trolleyshop stock-taking has been begun by Chris Oliver and Kirstin. The Financial Director had been unable to sign cheques until the end of March, but money had been collected and outstanding bills paid as far as possible.

A £100 float for the Gathering sub-committee had been approved but its use must be accounted for. £60 was required for concrete for the station area. £60 for the postage of publicity material was approved. It was agreed that rent demands would go out quarterly with SANDTOFT SCENE, and Mr Dare would be advised.

Matters arising from the Management Team committee meeting:

Regal Catering were to organise the Museum catering. A proper contract was required, however. C.I. would be asked to provide lockable steel boxes for donations. David Brown would have overall charge of the Lecture Theatre, but Bob Ashton would continue to give slide and video shows. The Board were unhappy about the sale of items in the Lecture Theatre. Such sales should be under the sale of the Commercial Manager. £24.50 was required for the relocation by C.I. of the box van. Mr Gibbons gave a report of the current state of the operational trolleybuses. A new battery had been obtained for the tractor and a starter motor obtained.

Mr Thornton had asked what was the term of office for managers. They are appointed annually and tenure of office would always depend on satisfactory performance. Mr Gibbons was to try to make non-running restored or interesting vehicles more visible on open days. There was still a problem with locked vehicles, there should always be a key within easy reach to be left with either of the managers concerned directly with vehicles. Geoff Griffiths was not responsible for organising events but has overall responsibility for them. The Gathering sub-committee had met twice.

The Financial Director had asked managers for anticipated costings, but these had not been received.

The Board agreed that DOLRS should hold a Doncaster Day on October 16th and that takings should be shared 50/50.

A letter had been received from the Transport Trust asking if the Museum could donate a family complimentary ticket in return for local radio publicity. This was agreed. Following a letter of enquiry the National Tramway Museum were asked to tender for the Walsall rectifier.

The name of the Museum is to stay as Sandtoft Transport Centre - Home of the Trolleybus. Andrew Fieldsend would be asked to attend the next Board meeting to discuss the Future Plan.

-000-

Summary of Board Meeting 28.5.88

The Financial Director stated that things were not very healthy financially at the moment. The Gathering leaflets were now to hand. The new general leaflets would include October special events and the Sandta opening and would be current up to and including the Gathering.

The Walsall rectifier has now been sold and the money raised would go towards the mains supply. The Financial Director proposed that inside vehicle rents should be increased. Mr Dare had agreed that rent demands could go out with SANDTOFT SCENE.

Matters arising from the Management Team committee meeting:

The Events Manager would be contacted by the Editors of SANDTOFT SCENE so that the job specifications of managers can be published. The Financial Director had contacted Mr Furda on proper financial procedures to Mr Furda's satisfaction. Regarding sales of various items, Messrs Brown and Furda must continue to liaise.

The Board agreed that the work of the Lindholme prisoners should continue. This was initiated by DOLRS. There was no possibility of extra trolleydays or permanent staff until the financial situation improves.

The AGM is to be held at 2.00pm on 19th November.

Mr Fieldsend gave his views on the Future Planning interim report and sought ruling or guidance from the Board on certain points. The Board recorded its thanks to the sub-committee for their hard work and useful ideas.

The first article I ever wrote was 'Five Years as a Sandtoft Regular', the main achievement of which was to immortalise the phrase "you've got a job on there". John Law had taken over the editorship of the DOLRS magazine 'Fleetlines' in January 1984 and was appealing for contributions. My article, which at the time I felt was the only one I could ever write, duly appeared in edition no. 4.

Since then, I have written over thirty articles. One of these, 'How Cleethorpes Won the Cup - After 47 Years', detailed my work on Cleethorpes 54, and was written for the BTS magazine 'Trolleybus'. Since I felt reasonably pleased with the way the article had turned out, I submitted it to 'Buses' who, to my surprise, published it. Since then I have had two further articles published, with others in the pipeline, generating useful income for the Cleethorpes 54 restoration fund.

July 1987 was to see the 50th anniversary of the introduction of trolleybuses in Cleethorpes, and to mark this I decided to produce a booklet. Entitled '50 Years of Cleethorpes Trolleybuses', it appeared in early 1987, after some months of preparation.

The first decisions that had to be made were content and layout. Fortunately, I had already written two articles that would form the backbone of the text. Time spent on devising a layout is time well spent, since a booklet has to be attractive and easy to read, and it is important that all available space is used. Written permission was obtained from Bob Mack to use his photographs, and it soon became clear that a 16 page, A5 size booklet would be the result.

Thoughts then turned to costings. Clearly, the subject of the booklet would not justify a particularly expensive production, and quotes received for professional printing of the entire booklets were too high. By having a cover commercially printed in black on coloured card, and the rest of the book neatly photocopied, it would be possible to keep the selling price down to 45p. In other words, assuming the usual formula of  $\frac{1}{3}$  of the proceeds to the retailer,  $\frac{1}{3}$  to the wholesaler (i.e. me), and  $\frac{1}{3}$  to cover production costs, the cost of each individual booklet would be 15p.

It is not possible to produce an expensive looking cover cheaply. For this reason, I restricted the front cover to a 'Letraset' title and one of Bob Ashton's fine line drawings. On the back were two photographs reproduced in the dot form normally found in newspapers. These show up best on a light-coloured background. The cost is remarkably independent of the quantity produced. For the photocopying, I was fortunate in that my brother had just purchased a photocopier, so this was done at cost price.

Costings were worked out for a print run of 250, viz:

|   |        |
|---|--------|
| Preparation of photographs for printing | £ 5.00 |
| Printing of card covers                 | £23.00 |
| Paper @ £3.50 for 500 sheets            | £ 5.25 |
| Photocopying @ £3.00 per 1000 sides     | £ 5.25 |
| Total                                   | £38.50 |

Giving a cost per copy of 15.4p. In the upshot, it was decided to increase the order for covers to 350 (increasing the cost of this item to £27). Folding and stapling was done by myself, with assistance from Chris.

So, early in 1987, I was in the dreaded position of having shelled out over £40 to be the proud owner of 350 booklets on an obscure trolleybus system. The next task was distribution and a useful start was made with sales to the following societies:

|   |    |
|---|----|
| Sandtoft Trolleyshop                        | 40 |
| DOLRS                                       | 20 |
| Bournemouth Passenger Transport Association | 20 |
| London Trolleybus Preservation Society      | 20 |
| BTA   | 20 |
| BTS   | 15 |

I then received two orders by post from J.C. Transport Books of Grimsby for a total of 40 books. For this and similar orders the following terms were quoted: 30p per book plus the cost of second class postage, allowing 30 grammes per book. Orders of 20 or more were supplied post free.

Another customer was Humberside Libraries, who purchased ten copies for their local history collections. An advert in 'Buses' sold 17 copies (just about recouping the £2.50 fee for the advert), and an article published in the Grimsby Evening Telegraph led to a further 11 sales, and much

interest. In these cases, the 45p cost included p&p.

Thus by October 1987, after including direct individual sales, 6 complimentary copies and 9 free samples, approximately 250 copies had been sold, yielding a profit (including donations) of just over £40. Who would have thought that so many people were interested in Cleethorpes trolleybuses!

An article I had written on Grimsby and Cleethorpes tickets presented an opportunity to enlarge the booklet to 20 pages, and this was done just before an order for 20 books was received from Gallard Clock and Engineering Co of Cleethorpes, my first retail outlet in that town. Postal weight was increased to 35 grammes.

With such an encouraging response to the booklet, it seemed sensible to consider another one for 1988, and as a publication on the general history of Grimsby and Cleethorpes trolleybuses seemed long overdue, this was the topic chosen. The improved economics of a print run of 350 allowed a 20 page booklet to be produced from the outset, with all photographs reproduced in dot form, although only those on the cover were professionally printed. Otherwise, the format was very similar to the first booklet, and care was taken not to duplicate information. Entitled 'Trolleybuses of Grimsby and Cleethorpes', the price is 45p.

One practical improvement this time was to have the booklet produced earlier in the year, so that sample copies could be sent out, and orders could be placed, in good time for the start of the rally year at Easter. Individual orders are welcome; the Grimsby and Cleethorpes tickets article can be included if you already have a 16-page version of the first booklet. All proceeds help with Cleethorpes 54.

As they are legally defined as publications, one copy of each booklet has been sent to the Copyright Receipt Office of the British Library. In addition, copies of each have been sent to five other legal deposit libraries in the British Isles. I can provide addresses etc on request.

What of the future? This type of booklet seems to be financially viable, and occupies its own niche in the market, not competing with, for example, 'Trolleybooks'. Although no firm plans yet exist for a new booklet for 1989, one should not be ruled out. Watch this space.

## 1988/89 DEPOT ALLOCATION - POINTS SYSTEM

A points system for determining which resident vehicles should be offered depot accommodation was first adopted in 1985. This year, the criteria have been revised, and details follow. The new depot allocation will take effect from 1st August 1988, and will last for 1 year.

### 1. Age of chassis/body (15 points for each category)

|    |           |
|----|-----------|
| 15 | pre 1929  |
| 13 | 1930 - 34 |
| 11 | 1935 - 39 |
| 9  | 1940 - 45 |
| 7  | 1946 - 51 |
| 5  | 1952 - 57 |
| 4  | 1958 - 62 |
| 3  | 1963 - 70 |
| 2  | 1971 - 80 |
| 1  | 1981 on   |

### 2. Condition

|    |   |
|----|---|
| 10 | Fully restored and operational                |
| 9  | Fully restored and static                     |
| 8  | Externally restored and operational           |
| 7  | Externally restored and static                |
| 6  | As withdrawn, clean, complete and presentable |
| 5  | Restoration towards completion                |
| 4  | Restoration in progress                       |
| 3  | Restoration commenced                         |
| 2  | Completely unrestored (not presentable)       |
| 1  | Derelect                                      |

### 3. Susceptibility to the elements

|    |  |
|----|--|
| 10 | Timber with steel flitch-plates                  |
| 9  | Timber   |
| 8  | Steel patent structural section with timber      |
| 7  | Teak   |
| 6  | Steel angle or rolled section with timber insert |
| 5  | Alloy and timber                                 |
| 4  | Steel angle or rolled section                    |
| 3  | Alloy or steel                                   |

4. Uniqueness in construction

- 15 Unique chassis/body make combination in Britain
- 14 Unique chassis or body make in GB
- 13 Unique chassis/marque/body style combination in GB
- 12 Unique chassis/marque in GB (other body exist)
- 11 Unique general body style in GB (other chassis exist)
- 10 Unique chassis/body combination in GB (other body/chassis exist)
- 9 Unique chassis make/body make at STC
- 8 Unique chassis make or body make at STC
- 7 Unique chassis/marque/body style combination at STC
- 6 Unique chassis/marque at STC (other body exist)
- 5 Unique general body style at STC (other chassis exist)
- 4 General features duplicated once at STC
- 3 General features duplicated twice at STC
- 2 General features duplicated three times at STC
- 1 General features duplicated more than three times at STC

5. Uniqueness of fleet representation or livery

- 15 Only one vehicle from fleet to exist
- 14 Only vehicle of type (eg t/v) from fleet to exist
- 13 Only vehicle from fleet at STC
- 12 Only vehicle of type (eg t/v) from fleet at STC
- 11 Only vehicle in a particular livery at STC
- 9 Livery duplicated once at STC
- 7 Livery duplicated twice at STC
- 5 Livery duplicated three times at STC
- 3 Livery duplicated more than three times at STC

6. Bonus points

This is a section to bring out specific features which have not been adequately covered elsewhere.

- 5 Partly dismantled with windows and panels missing where outside storage would cause serious damage and/or negate the restoration efforts of the owner
- 3 Vehicle undergoing active restoration where outside storage would cause unnecessary difficulties in achieving the work required
- 3 Leaking roof due to major fault that cannot be easily rectified
- 3 Exposed timber eg tower wagon or vehicle with timber

roof

- 3 Last trolleybus
- 2 Last front-engined type etc
- 2 Special livery/signwriting
- 1 Motor show exhibit/prototype or other special historical interest
- 1 Solid tyres/chain drive/other specific mechanical or bodywork features which can easily be seen by the public eg unique engine type at STC

7. Use of vehicle to Museum

- 20 Restored exhibit available for service
- 15 Fully restored vehicle suitable for display
- 12 Externally restored and suitable for display
- 9 Vehicle in the process of being restored where the public can see the work being carried out
- 6 Unrestored but suitable for display
- 3 Other vehicles unsuitable for display

... see next page for proposed vehicle arrangement

S.T.C. CODE OF DISCIPLINE AND GRIEVANCE PROCEDURE

This was agreed by Board meetings on 2.4.88 and 28.5.88 and will be applicable to any act of indiscipline on site.

After the first offence a verbal warning will be given by the appropriate departmental manager, or by any other manager or director. If a second offence occurs within one year a letter will be sent by the Board. Upon a third offence within a year of the first, the person concerned will be interviewed by the Board with the possibility of suspension. For grave offences all levels of the disciplinary procedure can apply at once. The Board reserves the right to carry out any disciplinary action they see fit.

Any ordinary member with a grievance should take up the matter with a manager. Should he/she be dissatisfied, he/she should write in the first instance to the Management Committee via the Minutes Secretary or, finally, to the Board. Any manager with a grievance should take it straight to the Board.

PROPOSED VEHICLE ARRANGEMENT IN DEPOT 1988/89

|                    |                 |                   |
|--------------------|-----------------|-------------------|
| Doncaster 206      | Felix 41        | Electrics         |
| Doncaster 112      | Doncaster 55    | Notts & Derby 307 |
| Doncaster 122      | Doncaster 22    | Nottingham 367    |
| Doncaster 375      | Doncaster 94    | Cardiff 262       |
| Huddersfield 631   | Ipswich 126     | Nottingham 466    |
| Bradford 834       | Bournemouth 99  | Huddersfield 541  |
| Maidstone 56       | Liege 425       | Reading 113       |
| Maidstone 72       | St. Helens 387  | South Shields     |
| Nottingham 493     | Nottingham 137  | Rotherham 37      |
| Nottingham 802     | Aachen 22       | Mexborough 34     |
| Reading 193        | Nottingham 506  |                   |
| Nottingham 578     | Derby 175       |                   |
| London 1812        | Bradford 758    |                   |
| Derby 224          | Walsall 872     |                   |
| Routemaster 1109   | York Pullman 66 |                   |
| London 1201        | Grimsby 81      |                   |
| Bradford 735       | Walsall 342     |                   |
| Cleethorpes 54     | Mancaster 1250  |                   |
| Teeside 291        | Walsall 874     |                   |
| Glasgow TB 78      | Douglas 63      |                   |
| Bradford 558       |                 |                   |
| Sandtoft Bad SMA 5 |                 |                   |

This arrangement was devised by Martin Gibbons and all comments should be made to him in the first instance. The front of the depot is to the left hand side of the page. Thus Doncaster 206 is next to the Trolleyshop, West Yorkshire SMA 5 is by the workshop, and Mexborough 34 is in the back row.

GETTING THE SHOW ON THE ROAD

BY DAVID BROWN.

Last year Martin Gibbons, Geoff Griffiths, Malcolm Coates and I spearheaded an attack on the trolleybus fleet for the summer service and no doubt everybody who was on site last year as visitor or worker witnessed the results of our working weekend. It was discussed then that we should do this again in 1988, weather permitting. Dates and times were investigated only to find that the date had to be altered to accommodate my working arrangements. Unfortunately Malcolm could not at short notice join us, so it was Geoff, Martin and myself, together with Richard Bilbe and Jim Sambrooks who teamed up to produce a line up for Easter.

Martin had asked for the workshop to be left clear for inspection and repair of the trolleybuses. Question marks hung over the problems of Doncaster 375 and Maidstone 72. The Maidstone failed last season after blowing fuses. Geoff with probes and meters, battery chargers and blow dryers, discovered that water was getting down behind the dewirement indicator and causing a short. By cleverly bringing the indicator away from the front bulkhead any water (he is not quite sure how the water got in) should drain down the front of the cab and away from danger.

Geoff also checked the overhead and generator.

First bus to go through the medical, annual checkup or whatever you like to call it was Bradford 834 followed by T291 which arose from her slumbers, complete with Sandta's decoration, on batteries. Didn't they do well! I don't think that they have received a charge since Weybridge last November, and that included the wander along Twickenham Heath Road.

Next Maidstone 72, followed by the big Huddersfield 631. Problems followed in the form of odd shaped puddles that appeared around the circuit, brake testing left quite a bit to be desired. A couple slid through; 291 put up a good show but this could have been a reflection on the amount of work she did on the open days with the consequent amount of work the brakes did. We waited for the circuit to dry and then retested the Bradford which passed, as did the rest.

375 and 56 went through the workshops and passed



throughout. Owing to a problem in one of the sheds we could not retrieve 193 but I understand that she will be put in the workshops for her medical on Good Friday ready for Easter. That must rank as a record with the possibility of seven vehicles ready for the summer season.

Jim informed us that the Dennis trolleybus was running on the test set. My enthusiasm overran and we set a tight deadline which we beat by seven minutes. As we came over the brow near the race track I could see this vehicle for the first time working as a trolleybus.

We photographed her at both ends of the track and may I close by saying we had a pleasant encounter with Denise.

-oOo-

With effect from 1st August 1988, the quarterly fees payable in advance for vehicle accommodation at Sandtoft will be as follows:-

|  |        |
|--|--------|
| Vehicles 5m long or over - inside storage  | £58.50 |
| Vehicles 5m long or over - outside storage | £33.40 |
| Vehicles under 5m long - inside or outside | £13.00 |

The increase in inside vehicle rents will ensure that the income from rents will cover the basic running costs of the site, allowing profits from open days to be used for site development. The Editors have been asked to make it clear that the site lease has not been increased.

All vehicles on site incur full rent except those placed at the disposal of the museum for general use ("Site Vehicles"), namely:-

- Bristol Omnibus LC8517 (sleeping accommodation)
- Rotherham 74 (store/childrens playbus)
- Bradford 843 (demonstration chassis)
- Ferguson tractor
- Huddersfield pole crane
- Teesside wire trailer
- Preston Leyland PD1 towing vehicle
- Selected Bradford tower wagons
- Caravan

In addition Walsall 864 (stores bus) and Bradford 049 (R.A.G. dormitory) are accommodated rent-free, but the latter pays £13 per quarter to cover provision of services.

## SELLING POINT

This months selection of slides by post features colour views of trolleybuses preserved at Sandtoft.

|     |                 |                                  |      |
|-----|-----------------|----------------------------------|------|
| Z1  | Bradford 706    | Karrier W / E.L. H37/29F (1960)  | 1945 |
| Z2  | Bradford 743/6  | BUT 9611T / Roe H33/25R          | 1949 |
| Z3  | Bradford 844    | Sunbeam F4 / E.L. H37/29F (1963) | 1948 |
| Z4  | Aachen 22       | Henschel 562E / Ludewig RB17/44T | 1956 |
| Z5  | Bournemouth 212 | Sunbeam MS2 / Park Royal H31/25D | 1935 |
| Z6  | Doncaster 375   | Karrier W / Roe H34/28R (1955)   | 1945 |
| Z7  | Glasgow T378    | BUT 9613T / Crossley H37/34R     | 1958 |
| Z8  | Nottingham 578  | BUT 9641T / Brush H38/32R        | 1951 |
| Z9  | St Helens 387   | BUT 9611T / East Lancs H30/36R   | 1951 |
| Z10 | Reading 144     | BUT 9611T / Park Royal H33/26RD  | 1949 |
| Z11 | Reading 181     | Sunbeam S7 / Park Royal H38/30RD | 1950 |
| Z12 | Walsall 342     | Sunbeam F4 / Brush H34/31R       | 1951 |

Slides are available at 20p each from Chris Oliver, STC postal sales, 70 Pickwick Avenue, Chelmsford, CM1 4UR. Please add 15p for p&p to the cost of your order.

The Sandtoft Trolleyshop stocks a wide range of colour slides, and black and white prints.

### HEALTH AND SAFETY ON SITE

WHEN BLOWING UP THREE PIECE RIMS, AFTER APPROX 15 LBS PER SQUARE INCH HAS BEEN PUT IN THE TUBE/WHEEL SHOULD BE TRANSFERRED TO THE TYRE CAGE WHICH DAVID BROWN BROUGHT TO SANDTOFT FOR THAT REASON. PEOPLE POSSIBLY DON'T REALISE THAT IF THE RIMS DISINTEGRATE MORE THAN THE OPERATOR CAN BE INJURED. WE ARE SAILING CLOSE TO THE WIND NOW.

When using power tools please ensure that the workpiece is properly secured/clamped and that adequate clearance for other workers is allowed from power tools.

NO SMOKING IS ALLOWED IN THE DEPOT AT ANY TIME. THERE IS PRESENTLY A SHORTAGE OF "NO SMOKING" SIGNS IN THE DEPOT AND THESE ARE URGENTLY REQUIRED.

Under no circumstances should lemonade or other drinks bottles be reused for other liquids, whether or not they are clearly labelled as to their contents.

# Members Questionnaire

To help plan for the growth and improvement of our unique museum and to improve your interest/involvement at Sandtoft would you kindly give your ideas using the questions as a guideline please.

How would you like to see Sandtoft improve?

What could be done at Sandtoft to enable/encourage you to attend/more?

What would you like to do at Sandtoft or at home from Sandtoft?

How would you like to see the museum develop structurally/vehicles?

How would you like to see an improvement in advertising by radio, TV, newspapers, magazines etc; on site and locally about Doncaster and Yorkshire?

What do you think of:

- Trolleydays - frequency
- the charges
- activities
- organisation
- Membership - fees
- friendship
- organisation
- information to members
- financing
- fundraising

- Meetings at - Sandtoft
- Reading
- Doncaster
- Bradford
- Huddersfield

Any other points you consider would improve Sandtoft.

Please send your comments to:

Geoff Griffiths, 31 Saunders Way,  
Derwen Fawr, Swansea, SA2 8AZ.

BOXWAGON  
COOKERY

A CONCOCTION by Andy Thornton

## Ingredients:

- Long grain rice, quantity to suit hunger
- 1 small onion
- 1 green or red pepper
- $\frac{1}{4}$  lb mince
- 1 tomato
- 1 large or 2 small mushrooms
- butter, soy sauce, mixed spice, barbecue spice
- salt, pepper

## Weapons required:

- Frying pan with lid
- Saucepan (for rice)
- 2 plates
- Fish slice, kitchen knife, fork

## Method:

Melt butter in frying pan on very low heat, peel onion, slice up and quarter slices. Start cooking rice to instructions. Place onions in frying pan and put lid on. Clean out pepper and cut into small pieces ( $\frac{1}{2}$ " ), place pepper in frying pan, add salt, pepper, soy sauce and spices, mix thoroughly and return lid to pan. After a few minutes put mince in frying pan, mix in thoroughly. Peel and slice mushrooms. When rice has finished cooking, add mushrooms to frying mixture and stir. Wash rice and place on serving plate so as to provide a bed for the sauce. Fried mixture should now be ready: tip on to rice bed and serve

Notes:- Most available vegetables can be used, including aubergine, cucumber, beansprouts etc. Meat can be varied or left out if preferred. Bacon and corned beef have been used successfully but black pudding is not recommended as it dries out the mixture too much.

**p.s.**

CONTRIBUTORS THIS MONTH WERE BOB ASHTON, DAVID BROWN, MARTIN GIBBONS, GEOFF GRIFFITHS, TONY PEART, GLYNN PEGG, BILL STANFORTH, ANDY THORNTON AND TUCKER. HELP! WE ARE OUT OF ARTICLES. CONTRIBUTIONS, PLEASE FOR SANDTOFT SCENE NO. 7, DUE TO APPEAR AT THE END OF SEPTEMBER.

# FROM... "MAGIC LANTERN"

## TO DISSOLVE AUDIO-VISUAL PROGRAMME

Part 5 (Final) Dissolve projection by Bob Ashton

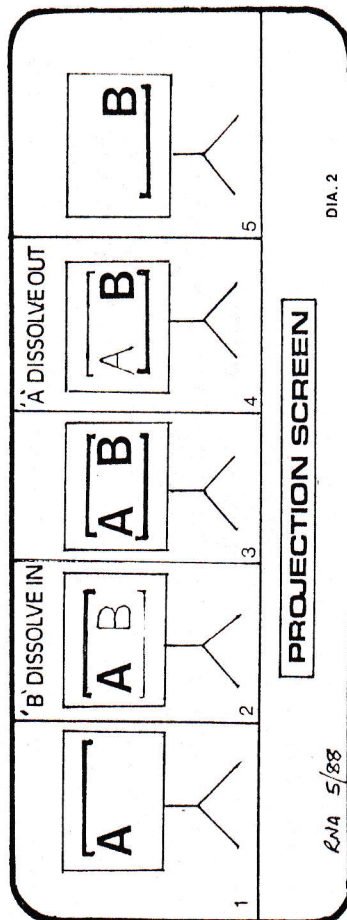
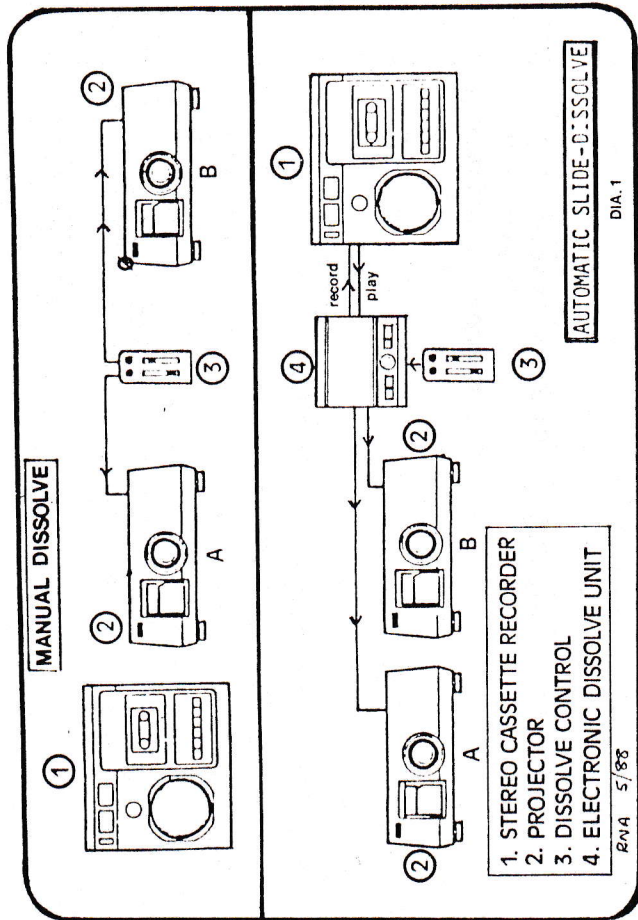
In our final part we now make use of two projectors enabling us to operate a dissolve system.

In diagram 1 we see illustrations using two projectors A and B. The top part of the illustration shows the basic requirements for an audio-visual dissolve system using a hand control unit (3) on a separate cassette recorder (1) for the sound track. Below we introduce the electronic dissolve unit (4) that translates into electronic pulses the operations from the hand control unit, these pulses then being recorded on the cassette recorder (1). Once the programme has been recorded, on play back, the hand controller will not be used again; the recorder from now on will run the programme.

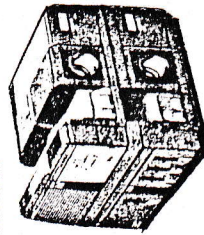
In diagram 2 looking at the projection screen you will see how projectors A and B will show your first two slides. The pattern is then normally repeated throughout the rest of the programme. The dissolve sequence usually can be controlled from about 1-15 seconds. Some electronic dissolve units can vary this even more, with some it is possible to hold projector A on all the time (say with a background view) whilst projector B changes slides, this can be useful for titling or other special effects.

Cost is now very important yet again. The Eumig Module 2 package costing (approx) £600 will give you a complete system: two projectors (A and B), the cassette recorder and dissolve unit being built into the projectors, the recorder includes amplifier and loudspeaker, the only connecting lead is a single mains lead. Obviously prices will go into the £1000 - £2500 bracket certainly when you use equipment such as Kodak.

With the projectors decided upon and the slide programme



£600



The eumig AV

divided between the two projectors, even without considering the 'special effects' that can be produced, you will notice a big improvement in the flow of the programme; gone are the black inbetween gaps you get using a single projector.

I highly recommend that you visit other museums or trade stands to see what is possible using dissolve projections. Having reached our present stage it is now a case of developing our skills in photography, graphic art work for diagrams, titling and maps. Try to have a good mixture of voice, music and sound effects, perhaps letting the latter two take over for several sections of your programme.

Perhaps sometime in the future we can look at further ideas and bring you the latest developments in equipment, perhaps introducing a third projector. However we must not forget that in spite of all the modern electronics that have probably made possible an increasing use of slide projection, audiences in the past were equally being entertained. To them there was a thrill of the unknown and a certain 'magic' as they watched those early 'Magic Lantern Shows'.

#### PHOTOSCENE - back cover

(RF Mack)  
Upper: AFU154 as Nottingham 439. This Park Royal bodied AEC was acquired from Cleethorpes Corporation in 1940 and was used mainly on the Nottingham Road Routes (36/7).

Lower: FW8991 remained with Cleethorpes who after the war carried out bodywork modifications including the replacement of half drop windows with slider type.

#### DATES TO NOTE

SAT JULY 23RD - FRI JULY 29TH - Working Week.  
SAT 30TH JULY - Gathering Preview Trolleyday  
SUN 31ST JULY - Sandtoft Gathering, 10am to 6pm. A day out for all the family!  
SUNDAYS 7TH, 14TH, 21ST, 28TH, AUGUST - Trolleydays, noon to 6pm.  
SAT 27TH AUGUST - D.O.L.R.S. meeting, Three Horse Shoes, Doncaster, 8pm. All welcome.  
MON 29TH AUGUST - Trolleyday  
SAT 24TH SEPTEMBER - D.O.L.R.S. meeting, Three Horse Shoes 8pm. All welcome.  
SUN 25TH SEPTEMBER - Trolleyday.

## Junior scene

When the South Yorkshire Caravan Club visited Sandtoft, a children's poetry competition was organised. Glyn Pegg judged the many poems that were submitted and here are some of the winning entries.

TRAMS by Simone (aged 13)  
TODAY'S THE DAY NO TIME TO WAIT,  
THE OPPORTUNITY'S THERE FOR YOU TO TAKE,  
BUSES AND TRAMS RUN EVERYWHERE,  
SEE THE SIGHTS WHILE YOU'RE THERE.

RIDING IN THESE TREASURES WE GO BACK IN TIME,  
ALONG THE OLD FAMILIAR LINES,  
A THING OF BEAUTY'S A JOY FOREVER,  
TROLLEY BUSES GO ON IN ANY WEATHER.

ALL ABOARD NO TIME TO LOSE,  
THE 49 IS ON ITS CRUISE,  
IT'S A SHAME IT'S ONLY ONCE A YEAR,  
BUT WE'LL HAVE A GOOD TIME NEVER YOU FEAR.

THE TRAM by Fiona Berry (12½)

Here comes the tram at last,  
Coming slowly then going fast,  
Slowing down to a stop,  
Stopping to pick some people up.

As the trams come down the line,  
Arriving here just in time,  
But now the trams are not in use,  
'Cos now we all love our double-decker bus.

TRAMS by Sylvia Radford (12)

SEE THE BUSES LINED IN THE YARD,  
I FIND THIS POEM VERY HARD,  
MANY BLUE, RED AND GREEN,  
SOME THAT I HAVE NEVER SEEN.

WE ARE GOING FOR A RIDE,  
ROUND ABOUT THE COUNTRYSIDE,  
HOLD ON TIGHT, KEEP YOU'RE SEATS,  
AS WE JOURNEY DOWN THE STREETS.

PEOPLE GAZING UP ALOFT,  
AT THE TROLLEYS FROM SANDTOFT,  
IT BRINGS BACK MEMORIES OF DAYS GONE BY,  
IT BROUGHT A TEAR TO MY NANNA'S EYE.

