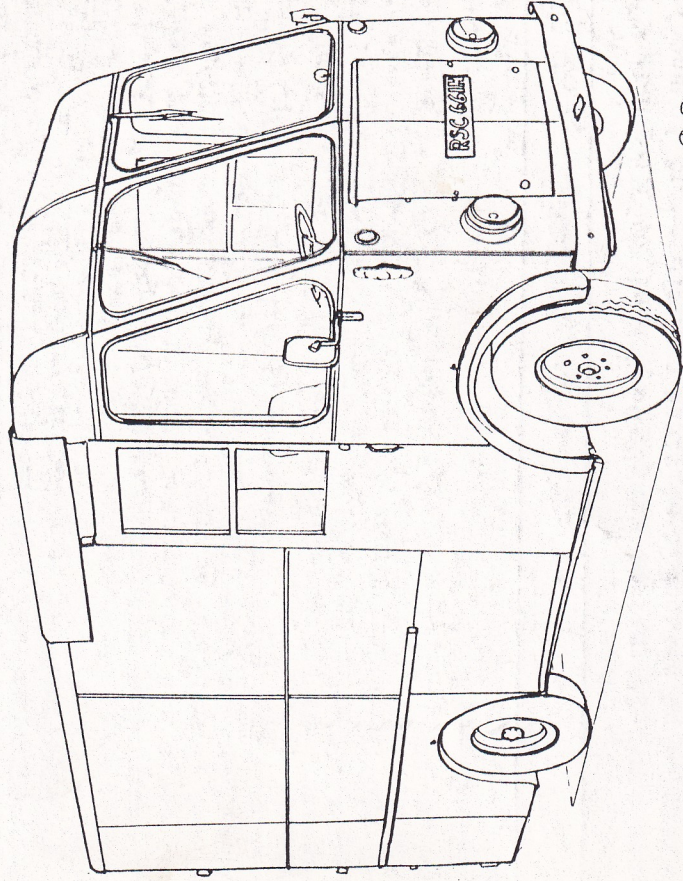

SANDTOFT SCENE

No.10

July 1989



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The Sandtoft Transport Centre Magazine

It is pleasing to record the amount of progress being made with the development of the museum at present.

A major project has been the acquisition of 42 traction poles from Reading. These will be used to support the new overhead wiring layout that is part of the Future Plan. Particular credit for this work belongs to Francis Whitehead and our Reading members. Furthermore, our appeal for sponsors for poles has made a good start with generous donations from Mr G.H. Blackburn of Dover and Mr H.E. Jordan of Reading.

Of equal importance is the work being carried out by Steve Harrison on the installation of the new mains supply. This is due to be completed later this year and will much improve the quality and reliability of the trolleybus service.

Dennis Patterson-Haig and the Lindholme Lads have painted the wooden depot doors in undercoat and gloss for the first time in their twenty years of existence, dove grey being the chosen colour. They have also completed numerous smaller jobs around the museum site.

These projects have been possible due to the success of last years Gathering. There is still much to do. For this reason, we must work together to ensure that the 1989 Gathering is the best yet.

FOCUS ON ... RSC661H

Number 9430602 is a 1969 Smiths battery electric van, one of three similar vehicles allocated to Doncaster. It was kindly presented for preservation by the Post Office and arrived at Sandtoft on 22nd March. Another of the trio has gone to a museum in Birmingham, whilst the third has gone for scrap. RSC661H is basically sound and runnable, but would benefit from repainting, a repaint and application of transfers.

Scene at sandtoft

by Jim
Sambrooks

The most important news during March was the laying of a base inside the depot ready for the installation of the mains electricity supply to the overhead. The first two dozen traction poles had arrived from Reading and the crew down there were still working hard uplifting further poles. I understand that nearly every weekend this year has seen our crew in action. On site our overhead linesman Andy Feather has surveyed all of the poles currently in use and has condemned most of them! Well, not quite but he has recommended urgent replacement of a few.

The Lindholme working party has been as busy as ever and jobs undertaken this month include the repainting of the Huddersfield tram shelter, some panelling and painting of a Sheffield tram body; various seats and benches have been cleaned and painted or varnished as has a number of overhead fittings for display in the Lecture Theatre. The entire site and buildings were cleaned up in preparation for Easter opening as well as gardening and various other tasks.

The Community Industry team returned to Sandtoft in late March and commenced repairing the exterior of the Lecture Theatre, repainting white lines on the runways, painting of obelisks etc.

The annual servicing and testing of trolleybuses was carried out by a team led by Martin Gibbons. Of those tested Doncaster 375, Huddersfield 631, Maidstone 56 and Teesside T291 were all declared fit for service. Reading 193 failed on only minor items and it is hoped that this will soon join the running fleet. Maidstone 72 has received attention to its compressor wiring.

Bradford 735 has benefited from a weeks work by Robin and Tom resulting in a rebuilt offside front wheelarch. For the following week the workshop was occupied by Reading 193 and Glasgow TB78 as the two Richards, Bilbe and Rampton, rectified some of the faults on the former and continued their extensive restoration of the latter, taking a well-earned break from pole lifting.

Other trolleybuses to receive attention have been Nottingham 578, London 1201, Bradford 834 and Bournemouth

212, the last was cleaned up by the Lindholme lads. To mark the 20th anniversary of the Bournemouth closure, Bob Ashton has produced one of his splendid static displays which will stand next to 212 on Trolleydays.

The Easter Trolleydays were quite successful and seemed to go without major problems. We are grateful to Mike Dare, Roy Fawcett and the lads Ben and Ben who made the Trolley-shop useable and staffed it for the weekend. Doncaster Daimler 206 is the bus for the Doncaster Station service this season and my sympathy goes to those who have to drive it, a task undertaken by David Brown over Easter. 206 also did the ever popular Isle Tours, duped by Mike Dare's RM529 on the Monday: the popularity of this attraction was proven by the fact that both buses were full.

A new arrival is an electric vehicle somewhat different from what we are used to. RSC661H is one of five experimental vehicles supplied to the Post Office Parcels Department. It spent its latter years on delivery duties in Doncaster Town Centre including, no doubt, eevillities to 74 Cusworth House. It has been donated to the Museum by the Post Office and grateful thanks go to Pete Marsh of the Felix Preservation Group who arranged the transfer. It has already been christened E.R. II after the logo formerly carried on its sides. Apparently it is Post Office policy to paint this out on vehicles up for disposal to ensure that one of their former vehicles is not used as a getaway vehicle after a robbery! To make room for the vehicle under cover at Sandtoft a major clearout of the workshop took place and E.R. II now lives in a corner with its own battery charger.

The Felix/Sheffield lads had the workshop for the week after Easter resulting in the servicing and MoT preparation of Sheffield Fleetline 754 with the test being passed later in the week at Carcroft CVTS. Felix 41, the AEC Reliance/Roe was being prepared to receive a 'new' engine but unfortunately the engine disappeared two days before it was purchased and collected.

York Pullman 64 has returned from repaint, resplendent in a new coat of maroon, cream and yellow. Unfortunately for its owner, Tony Peart, Yorkshire Traction had painted over the kick plate under the cab causing Tony much pain to 'unpaint' it.

Once again during April vehicles were in the news, Bradford 834 having its cab interior panel replaced and some of the framing restored to the cab area. Bradford 735 continues to receive fortnightly attention to its cab and now sports a new nearside wheelarch.

Sheffield J.O.C. 1357 has had its lower deck floor painted and seats fitted, much to the annoyance of Charlie Bullock, a retired bus driver who is of the belief that buses don't need seats: "if you have seats in people will only sit on them, buses run far better without passengers". 1357 was acquired by the Sheffield Transport Group after serving S.Y.T. as a learner bus and came minus seats and stairs and plus a few extras like a combustion heater system. The cab rear panel and stairs have been constructed on site by STG members and seats purchased from ex-Sheffield buses in Barnsley scrapyards. Doncaster 55 received its red livery during the month and was marked out ready for the purple stripe to be applied.

High winds during April blew down parts of the concrete garages by the workshop road and a concrete beam fell on the Humber Estuary car that was parked inside damaging the bonnet and nearside front wing.

Another 'vehicle' to report on has just become such. The gate hut needed to be more easily movable following the removal of the island that it stood on so the Felix/Sheffield lads fitted it with the wheels from a shopping trolley. However, it was found to be too mobile so a brake was fitted consisting of the feed shaft from the redundant lathe onto which a wheel handle had been welded. To apply the brake the feed shaft is simply wound into contact with the ground.

Being a vehicle of course brings in all sorts of problems such as servicing. No oils or filters need to be changed and the brakes didn't need adjusting, but the body-work was found to be in very poor condition and was overhauled followed by a repaint in creosote by the Lindholme lads.

The Lindholme Working Party were as busy as ever during April keeping the Museum tidy and doing a splendid job at the rear of the site.

The May day bank holiday was preceded by a Trolleyday

on the last day of April and S.Y.T. sent one of their "Little Nipper" Dodge minibuses. This, driven by David Brown of Hatfield, ran a 'dupe' on the Isle Tour when our own bus, 206, was full, then did the afternoon service run into Doncaster, taking advantage of the fact that the vehicle had to be returned to Leicester Avenue depot (did they really want it back? -Ed.) and the small number of passengers carried out. On the following day Tony Turner brought out S.Y.T. Atlantean 1648 in Premier Coaches livery.

Latest development in the mains installation has been the moving of the rectifier from behind the generator house to inside the depot building at the rear of bay 22. This involved removing a wall from the end of bay 2 and its re-erection afterwards. This was carried out by the Lindholme Working Party.

The garages reported as having blown down last month have been dismantled and made safe, the redundant panels have been put to good use as a footpath from the Trolleyshop to the boxwagon and as a square of paving outside the Lecture Theatre, the L.W.P. having really excelled themselves at this task.

In May we said goodbye to Joe of the Lindholme Lads. His place has been taken by another Joe, and we wish Joe the best of luck on his return to the community.

A vast number of conifers donated by David Brown of Surrey were planted behind the workshop by the L.W.P. and Chris Oliver. Unfortunately the good weather during the month took its toll of the first batch, but it is hoped that the second batch will fare better.

One of the trolleys acquired from Sheffield Station last year has received attention from 'Spike' (Adam Pierpoint) of Hexthorpe. He has changed a bald tyre, cleaned and painted the entire vehicle including lettering, and greased the mechanical parts.

Buses in the news are again Doncaster 55, now fully purplised but unfortunately the white paint ran behind the masking tape and will require touching-up of the red to rectify. This obviously dischuffed the Felix/S.T.G. paint department. Doncaster 206 has had a tachograph fitted, making the vehicle suitable for rallies, nightmares etc.

Bradfords 735 and 834 have both received further attention to their cabs. Attention to Reading 193 rendered it servicable for the May day weekend, whilst London 1201 continues to receive attention to the top deck bodywork and to the compressor.

Glasgow TB78 spent the spring bank holiday in the workshop. Reframing of the lower deck is now nearing completion and the two Richards who are mainly responsible for this major restoration job hope to have the vehicle back in service by 1992. At the same time, B.T.S. Reading Area Group members were working on the bodywork of Reading tower wagon 33 and on Smiths of Reading JRD990, which is now fitted with seats.

Cleethorpes 54 benefited from a weeks work at Whitsun. A new platform had been fitted by Easter, following which the two rear lower deck pillars were fitted on Good Friday. These replaced the 'temporary' pillars which had been in place since 1968. The Whitsun programme saw the completion of the lower deck framework including the cantrail.

Doncaster PD2 188 with trolleybus body paid a visit on both Trolleydays at the end of May. It did the Isle Tour on the Sunday and the service to and from Doncaster Station on Monday as well as 'duping' Sheffield Fleetline 754 on the Isle Tour. The latter was unfortunate in suffering a rear tyre blow out in Epworth whilst on the Tour. Mike Dare kindly took out his Routemaster RM529 as a replacement but as 754 carries a spare wheel and all the necessary equipment to fit same, and as S.T.G. Mechanical Officer, Bob Whittington, was on board, the wheel had been changed by the time he got there.

An unusual visitor on Bank Holiday Monday was RT277. To my mind the RT remains the best bus ever built having spent the first seven years of my working life at London Transport's Hertford garage maintaining the type. The vehicle came with a consignment of hippies and their dogs. One comment overheard was that the bus looked quite respectable and that was more than could be said for its occupants.

We have had good weather on all Trolleydays so far this year. Thanks should be recorded to all staff involved in dealing with the public for their hard work to ensure the continued popularity of our museum.

BOARD REPORTS

Summary of Board Meeting held 11.3.89

The Financial Director reported difficulties with the Company's bankers and it was agreed to move the account. A projected account of income and expenditure was presented for the financial year ahead. The Charitable Rates Relief situation was still unclear. Some donation money had been spent on site materials without passing through the 'books'. This could produce accounting difficulties.

A Vehicle Admissions Policy and Evictions policy was adopted. M Nimmo was to contact several non-members who still had vehicles on site. Persistent non-payers of rent should in future be subject to threat of eviction.

Ludlam Street should be offered tower wagon 87. Doncaster Post Office had offered an electric van to the Museum and this offer was accepted. C. Oliver had applied for permission to bring ENG707 and this was agreed. Derby 237 was to be offered a place at the museum, subject to the owner's assurance that he would maintain it. The proposed revised points system was adopted.

A Foster was to be asked if he could run his bus on Isle Tours on certain running days, including Schools Day. The Miniature Railway was to be asked to run a service on Schools Day.

The subject of the Working Parties was discussed. D. Patterson-Haig was to be thanked for his work on the grass and his help with school parties.

A suggestion that a new traction pole sponsorship scheme be launched was strongly supported. The RAC vintage rally was not now coming to Sandtoft this year.

-000-

Summary of Board Meeting held 29.4.89

It was decided not to change the bank due to the approaching gathering. The rates rise was expected to be approx 10%. The public liability insurance cover has been increased to £1,000,000. A signal post was to be sold for £10.

Following damage to garage roof and

the Humber car the Lindholme Working Party would be instructed to dismantle the garages and make the area safe, stacking light stores inside Rotherham 74. P Howard would be asked to obtain an estimate of the damage to the car.

It was felt that the work by C.I. was of a very poor standard and C.I. would be informed of this. A revised list of jobs was drawn up for the Lindholme W.P.

Rent arrears on a number of vehicles were discussed and resolved. It was agreed to replace one traction pole (currently 'B' type) in front of the Trolleysnop by a 'C' type.

Andrew Fieldsend had asked not to be considered for the post of Vehicles and Exhibits Manager. The points gained by each vehicle being considered for depot accommodation were discussed and agreed, with thanks to William Stanforth.

The Board were concerned about safety on the Miniature Railway and would request a review of safety procedures be carried out.

A gift of a book was gratefully received from Mr & Mrs Gladwin and it has been decided to offer this as a prize at the Gathering. The first traction pole had been sponsored.

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AN ADDITION TO THE FAMILY

BY ANDREW FIELDSEND

ENG707 was built as a Bristol L5G and was delivered to Eastern Counties in October 1942 as its LL107. It carried an ECW rear entrance bus body capable of being fitted with 35 seats, but in fact probably entered service with perimeter seating for 31. It may have been painted grey from new, but after the war reverted to normal seating for 35 and red livery. During 1946 or 1947 she was renumbered LL607 and was fitted with roller blind indicators in 1955 in place of the 'tin bible'. She was withdrawn in 1959 for conversion into a lorry, the bus body being sold to Ben Jordan (dealer) of Coltishall, whose premises still house rows of veteran former Eastern Counties vehicles.

The chassis was fitted with a flat bed lorry body, probably constructed by ECW. Possibly at this stage, it was re-engined with a Gardner 4LW engine. The full-front body consisted of a drivers cab fitted with one passenger seat and a door on each side. Behind this was a crew cab, fitted with a nearside door only and a full width seat beneath which tools etc could be stored. The entire perimeter of the flat bed was fitted with dropside panels, two on each side and one at the rear. At an unknown date (possibly from new) a raised platform was fitted immediately behind the crew cab to allow the vehicle to be used for tree pruning.

Eastern Counties have a tradition of converting buses into service vehicles which was started by its predecessor, United Automobile, in 1929. Of the many vehicles so treated, nine were Bristol L-type single deckers, details being as follows:

no.	reg.	chassis	body	new	conv
X30	CNG201	Bristol L4G	Lorry	1938	1950
X34	CNG226	"	"	1938	1956
X50	CVF863	"	L5G Mobile office	1939	1957
X37	ENG728	"	Lorry	1942	1958
X39	ENG707	"	"	1942	1959
X40	GPW493	"	L6B Tree lopper	1949	1960
X41	GPW494	"	"	1949	1960
X42	GPW495	"	"	1949	1960
X52	GPW679	"	L5G Staff bus	1948	1965

All nine vehicles wore a green livery and most survived into the 1970's by which time, with their exposed Bristol radiators, they were looking distinctly historic. I recall seeing one or more of these vehicles on occasions during the 1960's, and 'spotted' ENG707 some time between 1970 and 1973 - I still have the piece of paper to prove it! My last sighting of one of these vehicles in service was of GPW475 near County Hall, Norwich, probably around 1974, soon after it had been repainted poppy red with white fleet names and N.B.C. logos. This vehicle, the only one to receive the NBC colour scheme, was withdrawn and sold to P Sykes, Barnsley in 1977.

ENG707 was sold in September 1973 to the London Trolley-bus Preservation Society and taken to the East Anglia Transport Museum at Carlton Colville. I saw the vehicle again when I visited the museum sometime after that date, and after mentioning how pleased I was that she had been saved, one of the museum staff recounted the story behind her acquisition. It seems that the vehicle was being used to distribute roadside publicity in the Carlton area and its driver called in at the museum. He mentioned that she was due for early withdrawal. The LTPS at that time were looking for a vehicle suitable for conversion into a tower wagon and submitted a successful tender of £25 for the vehicle. This last snippet of information was to prove useful nearly 15 years later!

At Carlton Colville the vehicle was duly fitted with a tower. This was mounted behind the raised platform and was securely bolted to the bodybearers, an operation which required an approx 4ft square area of floor to be removed. The vehicle performed sterling service at Carlton for nearly fifteen years, helping to erect and maintain the museum's overhead wiring. In later years she began to look neglected and the engine began to tire, and she was effectively made redundant by the arrival of the ex-Solingen Mercedes tower wagon, dubbed the 'Clockwork Orange'. During 1987 or 1988 the radiator was broken in an accident and she was withdrawn from service.

Although I had visited Carlton Colville regularly until early 1986, relocation to the West Country for the following two years made further visits impossible. It was with some horror, therefore, that I read in the June 1988 edition of

the E.A.T.M. newsletter that ENG707 was up for disposal. However, a prompt telephone call to the museum established that the vehicle wasn't in immediate danger. A visit to Carlton soon followed and enquiries together with a visual inspection convinced us that the vehicle was worthy of preservation. And of course, there was Chris's penchant for service vehicles ...

Our offer for the vehicle together with a replacement radiator was accepted and the vehicle passed into Chris's ownership in January 1989. We extend grateful thanks to the LTPS for releasing the vehicle at a very reasonable price to ensure its preservation. The LTPS retained the tower with a view to remounting it on an ex-London Underground bogie. ENG707 would have to leave Carlton once the tower had been removed, an operation that is imminent at the time of writing.

Several immediate steps were taken to improve the appearance of the vehicle, starting with a thorough wash to remove the green mould which had appeared on the paintwork. A new yellow flashing light was fitted on the roof and a broken direction indicator glass was replaced. The first area due for major attention would be the flat bed, as the floor boards and floor treads were rotten in places. At the same time, much of the chassis and bodybearers could be cleaned up and painted. To date, most of the replacement treads have been made out of offcuts of wood, but the new floor boards are likely to be expensive.

The Eastern Transport Collection has provided us with a complete set of transfers for the vehicle, and this is much appreciated. We have also been donated five litres of Tilling green paint, which seems to be the original colour. We have painted up one dropside panel as an experiment and are also painting the tree pruning gantry.

On Saturday 3rd June Jim Sambrooks joined us for a days work on the vehicle, the main objective being to fit the radiator and hoses. This was achieved with no major difficulty except that the filler cap was of the wrong design, a problem which might be overcome by slight modification of the bodywork. Then, after being bump-started, the engine burst into life for its first extended spell of running for a long time. Jim, myself and Peter Short of Carlton each had an opportunity to drive ENG707 along the

museum road. The engine was certainly sluggish but sounded very nice. The gearbox is very easy to use, and although the exhaust and brakes will need attention, the chassis seems mechanically sound.

A written application for accommodation at Sandtoft was approved by the Board at its meeting on the 11th March. This meant that the vehicle was eligible to be included in the forthcoming depot review, and ENG707 was duly offered depot accommodation as from 1st August 1989.

There is no doubt that the vehicle will add interest to Sandtoft's vehicle collection and the intention is to eventually return her to roadworthy condition. Perhaps one day we will see her towing a fully restored Cleethorpes 54 back to the latter vehicle's home town!

Notice of A.G.M.

Notice is hereby given that the 6th Annual General Meeting of Sandtoft Transport Centre Ltd is to be held at Doncaster Museum, Chequer Road, Doncaster at 2.00pm on Saturday 25th November 1989. Detailed agenda will be circulated.

Special Resolutions must reach me in writing well before 30th September 1989 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.

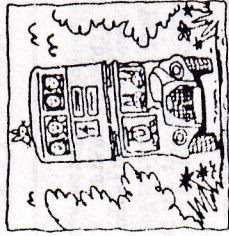
M.P.M. Nimmo, Company Secretary,
43A Martins Road, Shortlands, Bromley, BR2 0EE

Photoscene - back cover

Upper: Cleethorpes 63 (HBE541) departs Cleethorpes Bathing Pool en route to Grimsby Old Market. (RF Mack/NTA).

Lower: Derby 177 (RC8877) was a 1946 Sunbeam W/Park Royal utility which remained in service until 1964 (BPTA).

Junior



scene

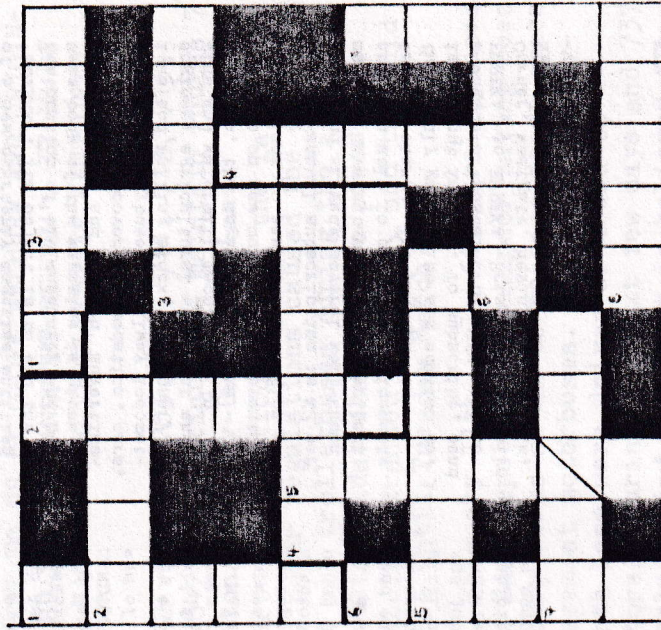
CLUES DOWN

- 1 Brighton 52
- 2 Limoges 5
- 3 London 1253
- 4 St Helens 387
- 5 Huddersfield 541
- 6 Maidstone 72
- 7 Teesside 2

CLUES ACROSS

- 1 Cleethorpes 63
- 2 B, H & D 6340
- 3 Ipswich 46
- 4 Derby 175
- 5 Huddersfield 619
- 6 Bournemouth 297
- 7 Liege 425
- 8 Walsall 872

To fill in this crossword, you must find the registration numbers of the 5 trolleybuses listed. Good luck!



DATES TO NOTE

SAT 22nd JULY - FRI 28th JULY - Working Week. Come and lend a hand!

SAT 29th JULY - Gathering Preview Trolleyday. Noon to 6pm.

SUN 31st JULY - SANDTOFT GATHERING, 10am - 6pm. A day out for all the family.

SUNDAYS 6th, 13th, 20th, 27th AUGUST - Trolleydays. Noon - 6pm

SAT 26th AUGUST - D.O.L.R.S. meeting 8pm. Please confirm venue.

MON 28th AUGUST - Trolleyday.

SAT 23rd SEPTEMBER - D.O.L.R.S. meeting 8pm. Please confirm venue.

SUN 24th SEPTEMBER - Trolleyday.

SELLING POINT

The Oxford Bus Museum Trust has for sale a 1955 AEC Reliance with Burlington Seagull body. Anyone interested should contact John Bayliss on 0865 774233 for further details.

UNDER REVIEW

Readers will be interested to hear of a new quarterly magazine entitled 'EUREKA'. Its object is to aid the restoration of old machinery and the main body of the magazine is given over to 'for sale' and 'wanted' advertisements. These cover accommodation, cars, buses, trolleybuses, railway locomotives and rolling stock, stationary engines, agricultural equipment and wind and watermill machinery. In addition, the magazine includes articles on new museum developments and suggestions to assist restoration work.

The annual subscription is £2 per annum and already several well-known museums have subscribed. Subscribers are then able to place advertisements free of charge. The magazine is thoroughly good value and edition no. 3 is due out in July. To subscribe, send a cheque or postal order made out to EUREKA, to EUREKA, Brian Dyes, 4 Halls Corner, Westgate, Hovingham, Norfolk, NR10 5NQ.

Boxwagon cookery

EGGY - PEGGY (C. Lincoln) Serves 4 persons.

Dish up scrambled eggs, mixed with a crunchy selection of colourful veg, on toast for a quick and nourishing lunch.

- 2 tbsp cooking oil
- 4 spring onions, trimmed and chopped
- ½ red pepper, de-seed and chopped
- 1 courgette washed and sliced
- 1oz/25g frozen or canned sweetcorn
- 6 eggs, beaten and seasoned with salt and pepper
- 8 slices buttered toast.

Heat oil in a large frying pan. Add veg and fry for 2-3 mins. Pour eggs over veg and stir until scrambled and well mixed together. Serve on 2 slices of toast per person.

THE LAST DAYS OF THE BRADFORD TROLLEYBUS SYSTEM

THIS ARTICLE WAS SENT TO US BY GEOFF WELBURN AND ORIGINALLY APPEARED IN 'THE BRADFORD TRANSPORT REVIEW'. IT IS OF PARTICULAR INTEREST AS MANY OF THE TROLLEYBUSES MENTIONED ARE NOW PRESERVED.

During January 1972 vehicles 703, 706, 711, 712, 713, 731, 735, 737 and 842-847 had continued to maintain routes 7 and 8 (Thornbury-Thornton and City-Duckworth Lane) interspersed with motorbuses, particularly on the latter service. The emergency power regulations caused the withdrawal from service of all trolleybuses during the afternoon of Thursday, February 10th amidst chaos due to power cuts which left service vehicles stranded en route, and they did not re-appear in service until Tuesday March 7th.

On Friday morning, February 11th, only five trolleybuses were left at Duckworth Lane Depot, the remainder having been hastily sent to Thornbury Works so as to release depot space at Duckworth for replacement motorbuses. The five trolleybuses still at Duckworth Lane were driven or towed to Thornbury Works for storage during the next few days and 737 was the last such vehicle, being moved, it is believed, on February 19th. Routes 7 and 8 were motorbus operated whilst the trolleybuses were off the road.

The lifting of the emergency power restrictions on March 2nd brought optimism but it was not until Tuesday March 7th that the trolleybuses reappeared on routes 7 and 8. Vehicles 842/3/4/5/6 and 735 came on the road again on March 7th, to be followed by 703, 706, 711, 712 and 713 on March 11th. Karriers 731 and 737, and Sunbeam 847 were "withdrawn" on 29th February, their licences having expired.

As before, a mixture of trolleybuses and motorbuses continued to work routes 7 and 8 during the final 2½ weeks of the system. On March 18th, vehicles 706, 711, 713 were noted on route 7 with 842 and 846 on route 8. March 19th saw 706 and 711 on route 8 with 842 on route 7.

One "tour" which did take place was that by 844 on Sunday March 19th. It was hired by the BBC for filming and interview purposes and visited Duckworth Lane, Squire Lane, Thornton, City, Thornbury and "Barrack Tavern" on its

P.S.

• Contributors to this edition were Bob Ashton, Martin Gibbons, David Gledhill, Martin Mimmo, Chris Oliver, Jim Sambrooks and Geoff Welburn. SANDTOFT SCENE no. 11 is due out at the end of September.

• Would members please notify us well in advance of any planned working weeks (or other events) for our 'Dates to Note' column. We would also appreciate the loan of black and white photographs of interest relating to Sandtoft. These will of course be returned in good condition after use.

• With this edition we can at last send out the corrected accounts for the financial year 1987-88. However, we still have no details of Managers names and job descriptions, or the new Vehicle Admissions and Evictions Policies. These will be brought to you as soon as they are to hand.

travels. A similar tour was undertaken by ITV on Tuesday March 21st, and 843 was used by the BBC on Thursday March 23rd and is also believed to have travelled over the Leeds Old Road/Killinghall Road section. 844 was sent to Thornbury on March 21st to be prepared for the closure ceremonies on the following Sunday.

An official visit to Thornbury Works on the afternoon of Wednesday March 22nd revealed that trolleybuses 743, 831, 833 and 835 were still in store in the "tin shed" along with motorbus 57 and one of the 1935 "KY" series grit buses. Stored in the yard outside the shed were bus 43 and the burnt out twisted shells of trolleybuses 705 and 729 together with "scorched" vehicles 714 and 739, all four victims of the malicious fire last December 3rd. Stored in the works were trolleys 731, 737 and 847. The last rear entrance trolleybus, 758, which had been in store since July 31st, had received attention and during the afternoon made a test run, in case it was needed for tour duties prior to the closure. As it was not needed, this trip was most likely its last under power on the public highway in Bradford. It is understood to have used the Leeds Old Road/Killinghall Road loop but rumour also suggests that it visited the City centre also. The highlight of the afternoon was the sight of trolleybus 844 in the paintshop receiving much attention in preparation for its role as the final trolleybus in the Civic procession.

Friday March 24th was the last day of scheduled public trolleybus operation in the country. The following vehicles were noted in service:-

Route 7 (morning) 703,706,711,712,843 plus (evening) 846.
Route 8 (morning) 713,735,842,846 plus (evening) 711,713.

845 did not run on Friday as she was receiving a partial repaint for "standby" duty at the closure. A parting gesture was the provision of 846 on morning staff bus duties, which had been motorbus operated since the partial bus 'takeover' last November. Throughout the day several manoeuvres and sections of wiring were used for the last time. One noteworthy last run was by 712 at 0700 making the last descent of Squire Lane, and the last turn ex Depot at Whitby Road Circle. Later in the day 712 was to be seen operating the last through journey Thornton to Thornbury (16.48),

returning from Thornbury at 17.32.

703 made the last turn at Springhead Road at 06.50 (06.30 ex Depot) and 706 (06.42 ex Depot, 06.54 City-Thornbury) was the last service vehicle to make the double left turn Tyrrel Street/Bridge Street/Market Street). After the morning peak 711 returned from route 7 to Depot via Bridge Street and 713/846 came off route 8 leaving 735/842 to maintain the all-day service. 846 re-appeared on route 7 at teatime whilst 711 and 713 did likewise on route 8.

Enthusiasts were seen in large numbers recording events throughout the day. A good-sized crowd had gathered at Duckworth Lane Depot by 1800 hours to see the vehicles into the shed from the teatime "peak" for the last time. As each vehicle arrived on the Depot forecourt, enthusiasts alighted to swell the battery of cameras in action. The dubious honour of being the last vehicle round the Toller Lane/Little Lane Depot loop fell to 706 which pulled in at 18.25 hours, the Depot doors closing behind it.

During the evening 735 and 706 (both having replaced motorbus turns specially for the occasion) provided the many enthusiasts with rides to and from Duckworth Lane whilst 712 and 843 (the latter replacing a motorbus) maintained the City-Thornton service, both routes being interspersed with motorbuses. 706 worked the last timetabled journey to Duckworth Lane at 22.52 ex Sunbridge Road. A duplicate motorbus was provided for the general public and 706 was almost a "timetabled enthusiasts' special".

Meanwhile outside the "Odeon" in Thornton Road, a queue had been forming for the last ever public journey and as 22.30 hours approached it was in the region of 100 strong. 712 appeared for the penultimate journey (22.48) and on the advice of the Inspector on duty, many of the wellwishers chose to ride on 712 rather than risk not getting on the 22.57 last trip. The queue now diminished to 80 or so as 843 arrived from Thornton. Unloading at the "Provincial" she circled Town Hall Square and pulled into the Thornton siding.

A full standing load was on board as 843 pulled away. 712 was passed just beyond Four Lane Ends and a brisk pace was maintained throughout the trip. A large crowd witnessed

the turn at Thornton terminus and after a brief stop it was a swift run back to Four Lane Ends, Squire Lane and Duckworth Lane Depot. It was a mild evening, well suited to the occasion. As 843 approached Duckworth Lane Depot there had gathered a crowd of some 300-400 on the Depot forecourt. Reluctantly her passengers alighted at the roadside and 843 turned smoothly into the Depot Yard. The television cameras filmed the entry into the Depot as 843 slid silently inside amidst the large crowd of onlookers. The depot doors closed at 23.39 hours. Service trolleybus operation had ended.

REVISIONS TO THE DEPOT ALLOCATION POINTS SYSTEM

The Depot Allocation sub-committee adopted minor amendments to the points system during its vehicle accommodation review carried out during April. The amendments are detailed below, with all other categories remaining as listed in SANDTOFT SCENE no. 6.

The number of points available for 'vehicle condition' was increased from 10 to 15, to be awarded as follows:

- 15 (10) Fully restored and operational
- 13 (9) Fully restored and static
- 11 (8) Externally restored and operational
- 9 (7) Externally restored and static
- 7 (6) As withdrawn, clean, complete and presentable
- 5 (4) Restoration in progress
- 3 (2) Completely unrestored (not presentable)
- 1 (1) Derelict

The 'use of vehicle to museum' section was replaced by 'work carried out by owner during previous 12 months':

- 15 Fully restored vehicle regularly maintained in serviceable condition by owner or at owners expense.
- 13 Restoration completed during year and vehicle now in serviceable condition
- 11 Unrestored vehicle maintained in serviceable condition
- 9 Unserviceable vehicle regularly worked on by owner
- 7 Unserviceable vehicle receiving occasional attention
- 5 Unserviceable vehicle receiving minor attention
- 3 Vehicle receiving attention from SFC Ltd only (F.O.C.)
- 1 Completely neglected

PROPOSED VEHICLE ARRANGEMENT IN DEPOT 1989/90

Sheffield 1357	Doncaster 55	(Electrics)
Felix 41	Doncaster 94	Notts & Derby 307
York Pullman 64	Liege 425	Nottingham 367
Doncaster 375	Doncaster 22	Cardiff 262
Doncaster 112	Bfd 033	Nottingham 466
Bradford 834	Bournemouth 99	Huddersfield 541
Derby 237	Walsall 872	Reading 113
Maidstone 56	St Helens 387	Will iam
Limoges 5	BTA 59	S. Shields
Aachen 22	Nottingham 802	Derby 175
Nottingham 493	Nottingham 506	Mexborough 34
Nottingham 578	Nottingham 137	
Maidstone 72	York Pullman 66	
Huddersfield 631	Derby 224	
London 1201	Grimsby 81	
Bradford 735	Walsall 342	
Teesside T291	E. Counties X39	
Cleethorpes 54	London 1812	
Reading 193	Walsall 874	
Glasgow TB78	Douglas 63	
Doncaster 206		
Bradford 558		

This arrangement was devised by Martin Gibbons and all comments should be made to him in the first instance, (not to SANDTOFT SCENE). Martin advises that all spaces for vehicles 30ft long are now occupied. The list of vehicles was drawn up by the Depot Allocation sub-committee.

