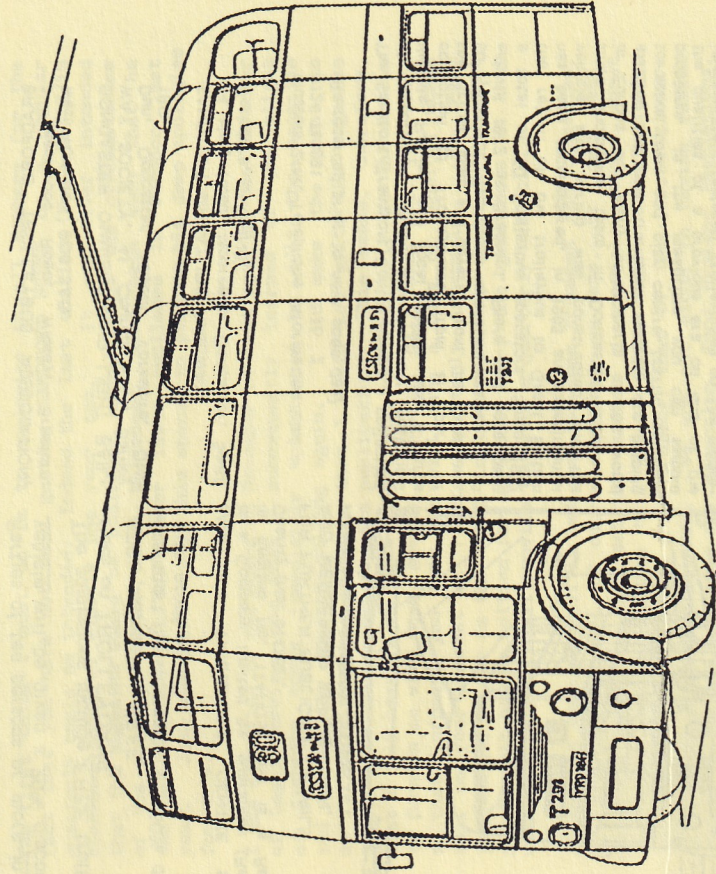

SANDTOFT SCENE

No. 19

JULY

1992



The Sandtoft Transport Centre Magazine

SANDTOFT 1992

HOME OF THE TROLLEYBUS



INFORMATION

You can become a member of Sandtoft Transport Centre Limited through any of its supporting societies. You simply pay the membership fee of the respective Society (thus gaining all the benefits of that Society) plus an additional subscription to the Company. Once a member you are entitled to FREE admission on all occasions.

S.A.E. to any of the following:

BRITISH TROLLEYBUS SOCIETY,
2 Josephine Court, Southcoote, Reading,
Berkshire, RG3 2DG.

BRADFORD TROLLEYBUS ASSOCIATION,
7 Beechwood Road, Wibsey, Bradford,
West Yorkshire, BD6 3AG.

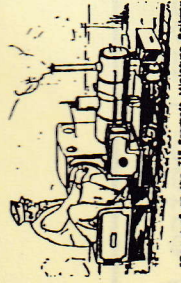
DONCASTER OMNIBUS AND LIGHT RAIL-
WAY SOCIETY, 41 Church Road, Barnby
Dun, Doncaster, South Yorkshire, DN3
1BD.

SANDTOFT MINIATURE RAILWAY,
14 Haig Road, Moorends, Doncaster, South
Yorkshire, DN8 4NB.

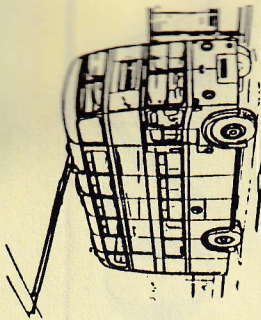
Museum 24hr. Telephone Information Line :-
0724 711391
(Re-recorded prior to next open day)

The Sandtoft Transport Centre boasts a collection of Motorbuses which attend many Historical Vehicle Rallies and local events and a large collection of Trolleybuses from all parts of the British Isles and several from the Continent. 60 years of Trolleybus operation came to an end in 1972 at Bradford. There had once been a total of 50 Trolleybus operators. Since 1972 the return of the trolleybus to Great Britain has been reconsidered. In 1985 an experimental vehicle and wiring was constructed and has since undergone tests in Doncaster. Elsewhere in Europe and many other parts of the world existing and new trolleybus systems are helping to solve town and city centre traffic pollution problems. In the meantime you can sample the qualities of a previous era on one of the immaculately restored Trolleybuses on the museum's circuit.

S.T.C. PUBLICITY,
71 Bishops Close,
River Green Park,
Thorpe St. Andrew,
Norwich, Norfolk,
NR7 0EH.
(S.A.E. Please)



"Trolleybus" on the TV Sandtoft Miniature Railway.



WHAT'S THERE: Trolleybus Rides,
Souvenir Shop, Miniature Railway,
Audio Visual / "Live" Slide Shows
and talks, Refreshments (limited),
Bygone Telephone Display, Museum
& Tourist Information, Children's
Drawing Area, Picnic Area etc.

OPEN 12 noon to 6 p.m.

Admission £2.00 Adult

£1.00 OAP/Child (under 16)

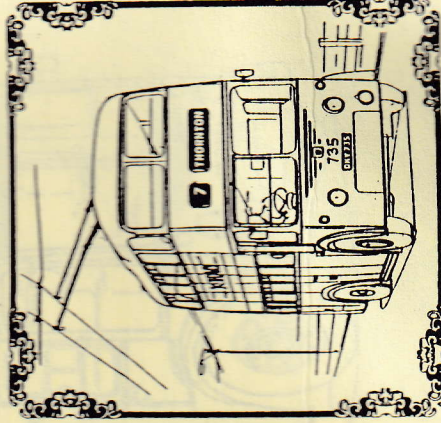
Parties of ten persons or more in one
vehicle will be given a 20% discount.

The admissions include FREE trolleybus
rides on TROLLEYDAYS.

STCL members - FREE
Transport Trust members - 50% discount.
with proof of I.D.

SANDTOFT TRANSPORT CENTRE LIMITED
is a Company limited by guarantee (Registered
in England No. 1747475) and is a Registered
Charity (No. 514382).

FOR FURTHER PUBLICITY DETAILS
AND MEMBERSHIP APPLICATION,
Please telephone (0603) 300907



BRADFORD 30 YEARS AGO

SEE YOU
AT SANDTOFT!

SANDTOFT SCENE : NUMBER 19 : JULY 1992 : EDITOR: M. F. Barratt
Editorial Address : The Hawthorns, 24, Tongdean Rise, Brighton, BN1 5JG.
Tel. (0273) 508013



EDITORIAL

"THE TRIUMPH & THE TRAGEDY"

I have deliberately used the title of a well known book about the RMS Titanic as the heading for this editorial.

It is a bit like the preamble to those well known series of jokes which start "there's some good news and there is some bad; which do you want first?" In preparing this editorial I felt a little like that hapless comedian. For Sandtoft, and "SANDTOFT SCENE" there is, indeed some good news and some bad news. So let's start with the bad news.

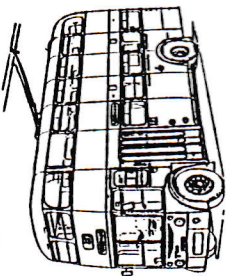
The first thing I must do is to apologise to all members for the fact that you have not been getting SANDTOFT SCENE on a regular quarterly basis as intended. Indeed the last edition (Nos. 16/17/18 combined) appeared exactly one year ago. It was never intended that the magazine would be published annually but the circumstances of the previous editor, John Whitehead, have been such that he was not able to get the bumper issue published in October last year. John has asked me, in this space, to pass on his deep apologies for this.

I was appointed to the Board in November of last year as the Director of Legal Services and when I subsequently learned of the plight of SANDTOFT SCENE immediately volunteered to edit the magazine and to get the presses rolling again. I did make the point to my fellow directors, however, that I would not write the magazine, merely edit and arrange for its publication. This means, therefore, that I rely heavily on those of you who are regularly at the Museum to furnish me with news, gossip, tid-bits; call them what you will; so that I promise you that you will have a copy of SANDTOFT SCENE fall on your doormat at regular quarterly intervals. So there you have it, as far as the SCENE is concerned, the bad news is that you haven't had an edition for a whole year; the good news is that with your help we shall provide you with a quarterly bulletin.

As for the Museum itself it has also had some triumphs and tragedies. The greatest triumph, of course, is that we are, at long last, on mains power and this edition carries a special article about the added responsibilities this places on us all. Unfortunately, this has been matched by a great tragedy; that of the forced closure of the cafe in the Trolleyshop. We are not alone in having fallen victim to the new, and some say draconian, Food Hygiene Regulations. The simple fact was that the Museum is not open all the year round and it became impossible to keep the cafe and, in particular, the food preparation area in a condition to comply with the new law. Again, more of that elsewhere.

All in all, 1991-1992 has been a good period for the Museum and,

in preparing this edition, my difficulties have been in deciding what to leave out rather than what to put in. That is a situation that I want to be in each and every edition. So, all you Nigel Dempsters out there, get writing and send your pieces to me at the address at the top of this editorial without delay.



Michael F. Barratt

ROGUES GALLERY

"A WHO'S WHO" OF THE SANDTOFT BOARD MEMBERS 1991 - 1992

<u>NAME/ADDRESS</u>	<u>POSITION/RESPONSIBILITIES</u>
R. G. ROWE Old School House, Church Lane, Wadworth, Doncaster, DN11 9BW	Chairman & Managing Director (Local publicity, Liaison, Gathering)
M. J. HARVEY 30, Brooksby Road, Tilehurst, Reading, RG3 6LY	Deputy Chairman & Finance (The man with the money and the budgets)
R. D. RAMPTON Pinehurst, 2A, Pine Grove, Maidstone, ME14 2AJ	Company Secretary
M. F. BARRATT The Hawthorns, 24, Tongdean Rise, Withdean, Brighton, BN1 5JG	Legal Services & Magazine (The man hopes to keep us on the straight & Narrow)
D. M. G. BROWN 71, Bishops Close, River Green Park, Thorpe St. Andrew, Norwich, NR7 0RH	Marketing & Publicity (The man who keeps us on the map)
J. SAMBROOKS 74, Cusworth House, St. James' St., Doncaster, DN1 3AZ	Engineering & Gathering (The man who keeps things on site running smoothly)
F. R. WHITEHEAD 8, Riding Lane, Hildenborough, Tonbridge, TN11 9HX	Development & Charity Administration
J. R. WHITEHEAD 3, Littlecote Drive, Reading, RG1 6JD	Membership & Estate Manager

FROM THE BOARDROOM

(Your own "fly-on-the-wall" account of events at the Board Meetings).
Your directors have met three times since the Annual General Meeting in November last year. For the record those meetings have been held in Reading, Doncaster and Sandtoft.

READING - 11/1/92 (BOARD MEETING NO. 55)

It was reported that the British Trolleybus Society was requesting a liaison meeting in February and it was agreed that the Company Secretary would so organise one. The Finance Director reported that the finances of the Company were buoyant with capital set aside towards the envisaged major projects such as the Visitors' Centre. It was recorded that directors did not claim travelling and out-of-pocket expenses for travelling to meetings and whilst this was very much appreciated the non-recording of these costs did not reflect the true expenditure of the Company. It was agreed that where directors did not claim expenses these waivers should be recorded as donations.

It was reported that a small grant should be made to the miniature railway following an underspend on the previous year's budget.

It was reported that following a visit from the Environmental Health Inspector for Boothferry District Council a decision would have to be taken as whether major capital expenditure (not budgetted for) should be spent on bringing the tea shop up to the new food regulations or whether the shop should remain closed, the building put to another use and mobile catering outlets be contracted for. It was agreed to discuss the matter further with Boothferry and to report back at the next board meeting.

It was reported that the Mains Supply was well in hand but no completion date could yet be given. The Board recognized the need to have plenty of time to train staff before the Mains was used with the public.

It was reported that the site lease was due for renewal in December 1992 and the director of Legal Services was asked to commence negotiations with the landlord for a new lease. It was also agreed that enquiries should also be made to establish whether the freehold interest in the land could be available for purchase.

Francis Whitehead reported that he was still attempting to establish whether the registration mark "HKR 11" could be retrieved from Boroughline.

Finally, Martin Harvey circulated the Draft Budget for 1992 which was agreed with minor amendments and it was agreed that a revised version would be circulated at the next meeting.

DONCASTER - 21/3/92 (BOARD MEETING NO. 56)

It was reported that the Director of Legal Services had received confirmation from the Museum's landlord, Mike Dare, that Mr. Dare agreed to grant a new lease from 31st December 1992 upon favourable terms to the Company.

Requests were received for the following vehicles to be given under-cover accommodation at Sandtoft:- York Pullman 64, Doncaster 122, SMAS, and an ex-West Bridgford AEC Regent III. It was agreed that 64 and 122 should be allocated depot space and SMAS considered in any future review. Further details were requested about the Regent III.

The Director of Finance reported that all rent arrears were now cleared. He also reported that a grant was to be given to the Company from Boothferry District Council in respect of the Gathering. The revised Budget was agreed without further amendment.

The Directors considered their various responsibilities and agreed to allocate those as shown in the list on Page 4.

Following the decision not to re-open the tea shop this year consideration was given as to its alternative uses. It was agreed that the former kitchen area should be converted into a temporary Traffic Office and Office for the use of the Duty Manager. This followed on from a decision that there should be a Duty Manager having overall responsibility for the Museum's operation on each Trolleyday. It was reported that preparations for Gathering '92 were progressing well.

It was reported that a BTS Liaison Meeting had been held. The major criticism was the lack of information being supplied to the ordinary member about the affairs of the Museum and it was accepted that this was largely due to the failure of the Company to produce SANDTOFT SCENE on a regular basis. It was emphasized that an issue must be published soon.

SANDTOFT - (BOARD MEETING NO. 57) - 16/5/92

It was reported that the saga of trying to get back Maidstone 72's registration mark, HXR 11, was continuing. It was also reported that the new site lease was to run for seven years with a rent review after the first three. The increased rent was stated to be in line with inflation and very fair.

A request had been received for summer outside storage for a Dennis Fire Engine. This was agreed subject to the vehicle leaving the site by 31st December 1992 at the latest.

The Director of Finance reported that Trolleyday takings were very encouraging but the workshop budget would need increasing. He also reported that the Company's auditor, Tony Monks, had been in hospital for some time but was now on the mend. He hoped that his illness would not affect the timely way in which he usually audits the accounts.

It was agreed that David Brown would circulate a core list of proposed Trolleydays for 1993. The dates to be circulated would only include the last Sunday in each month from May to October and Sunday and Monday opening on Bank Holiday weekends. It was reported that the concept of the Duty Manager was working well with Jim Sambrooks and David Brown having performed the function very successfully.

It was reported that permission had been given by our neighbour, Andrew White to use the runways on Gathering Sunday. It was suggested that a local scout group be contacted to undertake car parking duties. It was agreed that a symbolic "switch-on" of the new mains power supply should take place either at the Gathering or, alternatively on the June Trolleyday in order to obtain publicity for the Gathering.

Final depot allocations for the year 1992/1993 could not be finalised and would be deferred to the July Board Meeting.

Great concern had been expressed by a number of members about the use of the Museum's facilities by third parties ie. persons who were not current members of the Company. The Director of Legal Services stated that he was concerned about the insurance implications of such use and recommended the cessation of such use until a letter of indemnity had been received from those in question. Michael Barratt agreed to draft such an indemnity for consideration at the next Board Meeting. Whilst on the question of insurance Michael Barratt reported that a formal claim had now been made to the insurers of the vehicle which collided with the front fence of the site and that a settlement looked likely.

John Whitehead announced that he would have to relinquish his role as editor of SANDTOFT SCENE but he did realise the pressing need to get an edition out. Michael Barratt volunteered to step into the role and get an edition out by early July (in time for the Gathering).

Boothferry District Council had been shown the outline for the new Visitor's Centre and useful advice and assistance had been given and received. Various proposals had been forthcoming for the use of the erstwhile tea-shop and John Whitehead would liaise with Chris Proctor on the most appropriate use.

NEW SITE SAFETY RULES - A SPECIAL POSTSCRIPT

Just before going to press the Directors were alerted to the provisions of the new Transport and Works Act 1992 and, in particular, sections 45 and 46, which permit the Government to make directions about the speed, load limits and insurance relating to the operation of light railways, heritage tramways and preserved trolleybus lines. Because many such enterprises rely heavily on volunteer support and operational help the Company is concerned to ensure that volunteer helpers are aware of the need for safe working practices at all times. To achieve this, and in advance of the directions becoming law the Directors, at their latest Board Meeting on 4th July 1992, passed a Board Minute setting out new Rules affecting all those who use the facilities at the Museum. In setting these out here in SANDTOFT SCENE, each member is deemed to have notice of these Rules and separate letters will be sent out to each person using the site facilities who is not a member.

The new Rules state, as follows:-

1. All members will abide by the Rules and Regulations made by the Company from time to time (including the Health & Safety Code of Practice) and any other reasonable Rules and Regulations made by the Company concerning the safe operation of the Museum.
2. No member will cause permit or suffer any breach of the terms of the Memorandum and Articles of Association of the Company.
3. No member will cause, permit or suffer anything to be done or omitted to be done which would vitiate or avoid or cause the premium to be increased under any of the Company's insurance policies.

Whilst the Directors accept that the wording appears rather heavy it has been approved by the Company's solicitors and it has been put in place to primarily protect you, the Member, against the thoughtless actions of any other Member or Third Party. A fuller explanation will appear in the next edition of SANDTOFT SCENE.

THE MAINS CHARGE

At its meeting at Sandtoft on 16 May 1992 the Board considered the safe operational procedure which would have to be adopted for the safe operation of trolley vehicles. Steve Harrison, Site Electrician, had been commissioned to write an Operational Guide and this Guide was approved by the Directors at that meeting.

A small number of key personnel have been familiarised with the operation of the newly commissioned equipment, whilst trolley vehicle drivers are being re-trained so that they understand their new responsibilities regarding safety and driving. Members who wish to be instructed on the operation of the mains supply, and who are regular workers at the museum should contact Francis Whitehead (address page 4).

Steve Harrison describes below the principles of the equipment and the procedures that affect all other workers at the museum.

1. OBJECTIVES.

To eliminate the risk of electrocution and to provide the safe operation of trolley vehicles to the general public and the operating staff.

2. EQUIPMENT.

Principle of supply - 11,000 volts AC feeds the Yorkshire Electricity transformer situated in the garden area, via an underground cable. This transformer reduces the voltage to 415 volts AC. Supply is now classed as low voltage and is fed underground to the rectifier transformer situated within the rectifier room. This three phase transformer then splits the supply into six phases (poly-phase) to feed the rectifier unit. The rectifier bulb, much like a radio valve, converts the alternating current into direct current and this is fed at 600 v with respect to earth and neutral via a circuit-breaker to the overhead line.

3. OPERATION.

(a) This new supply system must only be operated by the nominated trained operatives. Each operating day must have such an operative rostered to the operation of this system.

(b) Switching on - to avoid distortion of the V.E. wave form, switching on and off must be kept to a minimum. Therefore it can be seen that the rectifier unit should be switched on prior to the commencement of an operating period and then switched off at the culmination of same.

(c) Clear overhead lines - before any attempt at switching on is made the overhead should be checked physically for any trolley vehicles still connected to the line - i.e. both service vehicles and ones that very often get put on the lines for photographs: this latter practice must now cease as no unchecked trolley vehicles should come into contact with the overhead.

(d) Vehicles to be operated - the roster operative must have written test papers for each trolley vehicle to be operated and must ensure that no other trolley vehicles are subsequently connected to the line without prior consent and completed test certificate from the site electrician.

It is the duty of all members and workers to ensure that these safe working procedures are strictly adhered to. Remember, **ELECTRICITY CAN KILL.**

SCENE AT SANDTOFT by JIM SAMBROOKS

(Our "regular" report of events on site)

The winter months were very quiet at Sandtoft; no Sandta Specials this year. The Felix/Sheffield Group implemented their "winterisation" policy, adjusting anti-freeze strengths and lagging pipes. Unfortunately, the latter failed in the workshop with water filling three-quarters of the pit!

Once the pit had been drained (or rather bailed out!) the Doncaster service bus, 206, was prepared for its MOT including the relining of the rear brake, tyre change and new hub seals ("scrounged" from a nearby Fleetline operator). The test was later passed at a new testing station, Charlesworths of Doncaster, just off the M18 and probably the handiest used so far. Further MOTs have been passed by Doncaster 339, 122, Felix 41 and Sheffield 1357 (all at Charlesworths)

Trolleybus testing took place at Sandtoft in March when Bradford 834, Teesside 1291 (one of my favourites - ed.) and Huddersfield 631 were given a clean bill of health (unlike the tea shop!). Maidstone 56, Doncaster 375, Bradford 735 and Reading 193 all required some further attention.

We have said goodbye to a number of vehicles recently. Felix 42, the AEC Regent V/Roe sadly left for a new home at Moorends despite the efforts of the Felix Preservation Group to acquire the vehicle. The obvious neglect of this bus over the last 16 years or so looks like continuing further. LJV 336, the ex-Blue Line and Guy demonstrator Arab LUF/SARO has gone to a new owner, a Guy enthusiast in York, who will hopefully progress restoration of this unique vehicle.

Cleethorpes 63 (the Crossley) has now gone to a group of preservationists at Wythal who are to restore it in its later guise as Walsall 850; it would have been better, in the view of both the author and the editor to see it as another Cleethorpes trolleybus at Sandtoft where we would have had a restored example of each of the three types of trolleybuses from this very local operator. I suppose it is better to see it restored than to continue its ever increasing deterioration as in the past. For the record 63 is a Crossley Empire with Roe bodywork.

Both of the former Reading Area Group dormitories have moved on. The original one, JRO 990 an AEC Reliance/Duple ("Elizabethan Hotel") has returned to Reading where mechanics soon set about it and it ran under its own power again for the first time in many years. The other vehicle, former Bradford 82, the bull-nosed AEC Regent III/East Lancs which saw use in Bradford as a generator (and originally came to Sandtoft in that role) became the "Regency Hotel and Restaurant" after removal of its generating equipment. This has now gone to Jim Speed of Wakefield who has a fine reputation for restoring buses from extreme derelict conditions. As can be imagined the removal of so much "rammel" from "Rammel Corner" has left the site so much tidier.

The movement of vehicles has not all been one way. Two new arrivals are the latest RAG sleeping bus which has turned up in the guise of former Reading 48, an AEC Reliance/East Lincs which last saw service in its home town as its surgery bus. It has been sited behind the depot in place of the "Regency". The other arrival is ex-Kingston-upon-Hull 217 (JRH 417E), a Leyland Atlantean/Koe which last saw service as the transport for a majorettes band in Doncaster. The directors have made it a condition of its accommodation at Sandtoft that it be restored in the sweeping streamline livery of trolleybus days.

It is very pleasing to report the completion of the restoration of Bradford 735 following its repanelling and repainting. Handrails have also been re-covered and a new back bumper made and fitted. 735 returned to service at Sandtoft this season. Work has continued on the two Nottingham vehicles and Cleethorpes 54 is now almost fully panelled outside with beading now being fitted. It is hoped that a coat of primer can be applied later this year.

Progress is also being made on Rotherham 37, Bradford 706, Reading 181, London 1201, West Yorkshire RCC SMA5 and "Dinky Villa" previously Felix 40.

An accident occurred in May which should have been avoided (as should most accidents). Maidstone 56 was towed into a broken span wire which was hanging down from the overhead. This could have been avoided quite easily if that area of the runway had been coned off. As it was the failure to do so resulted in 56 sustaining damage to an upper deck front window and to its dome.

Another accident, this time completely outside the control of Sandtoft personnel, occurred just before Easter when two cars collided on Belton Road adjacent to the Museum entrance.

One of the vehicles careered, at high speed, through the site fence near the main gates demolishing a number of kerbstones and a section of fencing then crossing the rocky before coming to halt on the runway very close to a traction pole. The accident could have been much worse if the pole crane, usually kept where the car stopped, had been in its usual place. The Company's solicitors, Sweetlands, are currently in correspondence with the vehicle's insurers regarding compensation for the damage. The kerbstones have been replaced and two new covers fitted to the septic tank.

Regrettably, as reported in a number of other places in the magazine, the trolleyshop cafe closed down last September following an inspection by the Boothferry District Council Health Inspectorate. Sheila Pearson did much to clean the place up prior to the inspection (for which we must all extend our thanks) but the new food laws require that premises serving food must bring the actual building and cooking areas up to a minimum standard (even the Rover's Return in Coronation Street had to suspend the service of Betty's hot-pots for a time and Alec had to dig deep into his pockets!). The Directors have found that the Company's pockets are not as deep as Alec's particularly as one requirement was for new toilets to be built close by. Trolleyday catering is now taken over by a local caterer from a converted Bedford VAN70/Plaxton coach - ptzew! (The editor is reliably informed that ptzew is the sound made by a Bedford foot valve when the brakes are released. Previously he thought that it was a the name of a Polish tramcar manufacturer!).

A new compressor has been installed in the workshop once the "missing" phase of the three-phase supply had been found - it was hiding down the pit. It is now possible to blow up (inflate I hope he means - ed.) a bus tyre in one go.

As in the editorial I have saved the best news to last. The mercury arc rectifier was connected up to the overhead in time for Easter running thanks mainly to the efforts of Steve Harrison and Andy Feather although many others did their bit to help also. Contrary to the belief of many I am happy to report that the glass bowl did not explode and everybody, within a three mile radius, killed by mercury poisoning. Bradford 834 had the honour of being the first trolleybus to operate under the new power supply. It was driven by Andy Feather accompanied by assistant chief engineer, T. Bond. The first trolleybus in actual service using the new system was Huddersfield 631, suitably decorated.

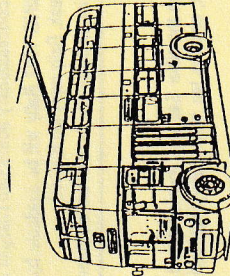
It is now possible to run more than one trolleybus on the circuit at the same time but, to prevent an overloading, the circuit breaker has been set quite low. So much power is, in fact, available that on one occasion on Easter Sunday afternoon two trolleybuses were running together as well as two steam locomotives on the miniature railway all at the same time.

After some eighteen years of dirty diesels (I am told the spelling is deliberate - see Thomas the Tank Engine - "coughs and sneezels spread diesels" - ed.) generators the atmosphere on site is more environmentally friendly being much cleaner and quieter. Now, instead of the clouds of smoke coming from the generator, it is possible to have a clear view of the filth being put out as part of the generating process at Drax Power Station!

Finally, and certainly not least, members are reminded that the Gathering is nearly upon us. This year it falls on Sunday 26th July and I need not remind readers that this is the biggest event in Sandtoft's calendar and we need as much help as possible. If you can help in any way at all, either during the "setting-up" week starting Saturday 18th July or over the weekend itself, 25th & 26th July or in helping to clear up on the Monday after (27th July) we would like to hear from you. Please contact any of the directors listed in this magazine or speak with somebody on site.

Bye for now,

Jim.



SANDTOFT TRANSPORT CENTRE

1992 OPERATING DAYS

Trolleydays

Sunday 19 April
Monday 20 April (Bank Holiday)
Sunday 3 May
Monday 4 May (Bank Holiday)
Sunday 24 May
Monday 25 May (Bank Holiday)
Sunday 28 June
Sunday 9 August
Sunday 30 August
Monday 31 August (Bank Holiday)
Tuesday 1 September
Sunday 27 September
Sunday 25 October

The above dates are TROLLEYDAYS when it is anticipated that trolleybuses will operate. Further details of any other arrangements for these days will be available in due course.

ADMISSIONS FOR TROLLEYDAYS 1992:

Adults £2.00 Children under 16/OAPs £1.00
Parties of ten persons or more in one vehicle will be given a 20% discount.
STCL members - FREE Transport Trust members - 50% discount
These admissions include FREE trolleybus rides on TROLLEYDAYS.

Sandtoft Gathering 1992

Sunday 26 JULY 1992

ADMISSIONS FOR SANDTOFT GATHERING 1992:

Adults £2.50 in advance £3.00 on gate
Children under 16/OAPs £1.25 in advance £1.50 on gate

Advance tickets may be purchased until 30 June 1992 either by post from the museum, or in person on TROLLEYDAYS, only from the trolleyshop or information desk at the museum. If applying by post, please include a stamped addressed envelope with your order. Cheques should be made payable to SANDTOFT TRANSPORT CENTRE LIMITED.

Trolleybus fares on Gathering Day will be:

Adult 30p Children under 16/OAPs 15p

Please note that there will be no other concessionary admission charges for SANDTOFT GATHERING 1992.

Entry forms for the SANDTOFT GATHERING 1992 Rally will be available by post (stamped addressed envelope please) or from the museum's information desk. Rally entry fee is £2.00

Enquiries for sales stands, etc., are welcome.

Other days

The museum will open for casual visitors on the other Saturday afternoons and Sundays between April and October, although trolleybuses will not be operated, and the tea shop, trolleyshop and lecture theatre facilities may not be available.

Admissions on these days, and any other days when trolleybuses do not run, will be:

Adults £1.00 Children under 16/OAPs 50p

The company reserves the right to cancel or alter any of the above details.