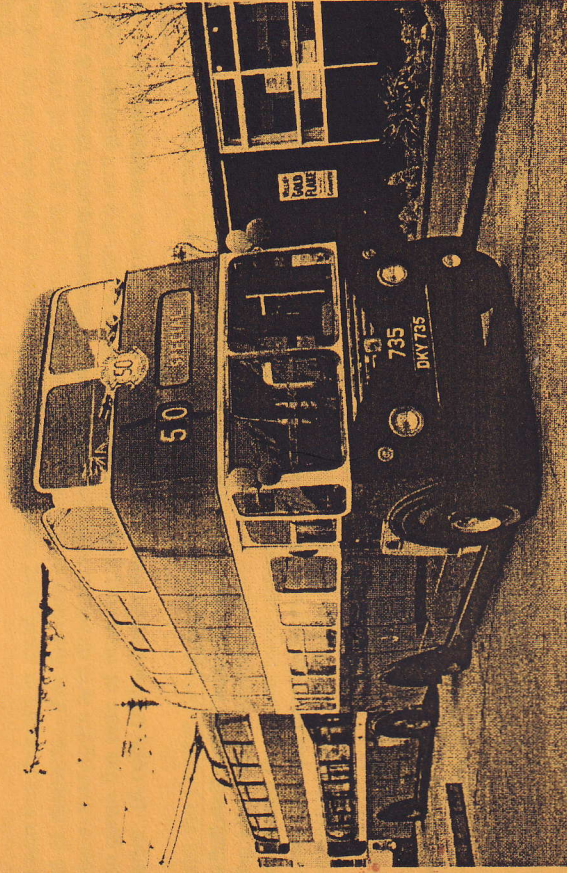


SANDTOFT SCENE

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THE JOURNAL OF SANDTOFT
TRANSPORT CENTRE

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COVER PICTURE: Bradford 735 on birthday parade. Photo by Bob Ashton.

Contributions and comments (for publication or otherwise) are always welcomed by the Editor. Please write to him at the above address. The content of individual articles printed in this publication are intended to represent the opinions of the contributor, they are not necessarily the opinions of the Sandtoft Transport Centre Limited, its Directors or its Membership.

EDITORIAL

The English Tourist Board Visitors Charter

As was mentioned in the last Sandtoft Scene, The English Tourist Board has introduced a new National Code Of Practice For Visitor Attractions. A visitor attraction is defined as: "A permanently established excursion destination, a primary purpose of which is to allow public access for entertainment, interest or education, rather than being a primary retail outlet or a venue for sporting, theatrical, or film performances. It must be open to the public, without prior booking, for published periods each year and should be capable of attracting day visitors or tourists, as well as local residents."

Our museum at Sandtoft fits this description well and as such we have accepted the conditions set out by the new Visitor's Charter and have received a certificate from the tourist board in recognition of this. It cost us nothing to join this scheme although the benefits from Tourist Board approval are tremendous, not least being the free publicity.

We didn't need to do anything with the museum infrastructure or organisation, all we had to do was register our intention to comply with the conditions set out in the certificate. A copy of this has been reproduced in association with this article. Sounds easy! all we have to do now is make sure we keep it, that's the difficult bit. Failure to meet the standards required could lose us the Tourist Board recognition we deserve.

It is with this thought in mind, and the knowledge that the museum falls short of the mark in a lot of respects, that the idea of a Charter Group was born. This group of people, all museum managers and directors with responsibilities which interface with the public, have been given the task of ensuring that the museum conforms with the terms of the Visitor's Charter. (A copy of the charter has been included for your reference on page 5, Ed)

Whilst the Charter Group continue to progress the physical aspects of compliance with the charter, many of which are associated with visitor flow, public safety and the presentation of the site and it's exhibits, there is also a need for all our volunteer staff to consider the professional image we must present to the public. Whilst smartness of dress and a polite manner are recognisable features which we can all associate with, there is also a need for additional training, which can be organised as we progress.

Everyone's ideas and suggestions as to how we make the whole museum operation work would be most welcome. We want everyone to participate rather than be dictated to by 'The Board'. However, all this effort would be a waste of time if we cannot muster the staff to operate successfully. It is necessary to ensure a minimum staff cover on trolleydays, we do appreciate that it is not always possible to plan ahead, also that member's services are given freely, for which we are very thankful. However as the museum activities continue to grow and we open more often to meet with public demand, rostering a minimum level of staff becomes essential to ensure we can run smoothly.

Regardless of how we feel, in recent years the whole concept of leisure time for the British Population has changed, people now have cars that are reliable enough to take them half way across the country in a matter of a few hours, they want to be entertained when they are not working, this is clearly illustrated in the increasing popularity of Theme Parks and Leisure Complexes.

Gone are the days when we could just open the gates, find a Trolleybus that didn't go bang when it was put on the wires and charge those who drifted in a few bob for the pleasure of riding on it. Many other museums have already found to their cost that they should be lively and fun, glass cases full of fading stuffed animals just doesn't fire the public's imagination anymore. People coming to Sandtoft are not coming to see how much more paint has fallen of the buses since last time they came, they come to be entertained and entertain them we must in order to retain our credibility as a museum. We cannot do this without adequate levels of staff on open days and the knowledge that the staff are actually going to be there when needed, hence the need for rostering staff in advance. I am sure that anybody offering to help even on the day would not be turned away, however you may find the only work available, might not be what you wanted to do as the popular jobs will have been filled by those members who took the trouble to advise us of their availability in advance.

ARE OUR RECORDS CORRECT ???

We are aware that there have been various changes to postcodes recently, and of course, local government reorganisation has meant the disappearance of the County of Humberside, and hence the probable change of some postal addresses. Irrespective of where you live, our Secretary Rob Shepherdson asks that you all check the address on the envelope that this edition of *Sandtoft Scene* arrived in, and if any details are incorrect, write to him at the museum and let him know the correct details.

NEW DIRECTOR AND CHANGED RESPONSIBILITIES

Due to Mike Dare's resignation from the board reported in the last issue, the directors have co-opted Ken Hulks to serve on the board until the AGM in November. Ken is to be responsible for the museum's facilities & infrastructure, which is a grand way of saying that he is to oversee all museum site maintenance work - a mixed bag of drains, trolleybus overhead, safety, security, railway, rules and regulations, water, building repairs, electrical installation and so on. A number of managers will now report to Ken instead of Bob Ashton, who takes over responsibilities for marketing & publicity. Jim Sambrooks takes on an additional role of Vice-Chairman. Each of the directors has specific responsibilities, so contacting the right director for the right thing would be beneficial, the broad spread of responsibilities is shown on page 2, but if you are in doubt, direct your enquiry to Jim Sambrooks the Managing Director, who will no doubt either deal with the matter himself, or pass it to the correct person for a response. Correspondence can be sent to the museum address for the attention of any of the directors.

CHANGE OF OUR LOCAL COUNCIL

As mentioned in the last *Sandtoft Scene*, our local County and Borough Councils of Humberside and Boothferry were replaced on 1 April by new unitary authorities. Our new council is North Lincolnshire Council. We have had a great deal of assistance and encouragement from Boothferry Borough Council over the years and we are sorry that this has had to end. In particular we thank the Council's Economic and Development Officer and Business Development Centre manager, Steve Robinson for all his time, help and advice. Unfortunately Steve has not taken an appointment in any of the new unitary authorities, we wish him well with his new personal career and project far away on the Isle of Mull in Scotland, we have invited him to visit us any time he is in the area to see how we are progressing. We now look forward to a similar good relationship with North Lincolnshire Council and its elected representatives and officers.



Visitors' Charter

(National Code of Practice for Visitor Attractions)

The owners and management have undertaken:

- 1 To display this Visitors' Charter prominently, and to include the symbol wherever possible in promotional material, to signify compliance.
 - 2 To describe accurately in any advertisement, brochure or any other printed means, the amenities, facilities and services provided and to indicate on all such promotional material any significant restrictions on entry.
 - 3 To display clearly at public entry points (a) any charges for entry (including service charges and taxes where applicable) and whether there are additional charges for individual attractions, and (b) hours of operation (opening and closing).
 - 4 To manage and, where appropriate, staff the attraction in such a way as to ensure visitor safety, comfort and service by maintaining a high standard of customer care, cleanliness, courtesy and maintenance. All staff who meet visitors should be distinguishable as employees or volunteer staff.
 - 5 Where appropriate to the nature, scale and location of the attraction, to provide adequate toilet facilities, coach and car parking and catering arrangements.
 - 6 To give due consideration to the requirements of disabled people and people with special needs, and to make suitable provision where practicable.
 - 7 To deal promptly and courteously with all enquiries, requests, reservations, correspondence and complaints from visitors. To advise visitors how comments may be recorded, and to whom they should be addressed.
 - 8 To provide public liability insurance or comparable arrangement and to comply with all applicable planning, safety and other statutory requirements.
- Visitors' comments concerning this attraction's compliance with this Visitors' Charter will be welcomed during your visit to a member of staff, or in writing to the Manager with a copy to the English Tourist Board, Customer Services Department, Thames Tower, Black's Road, London W6 9EL.



Traffic Report April 96. By Andy Thornton

The closed season has been anything but quiet for the Traffic Department. Various statistics and other documents have been prepared from the 1995 Traffic Log and associated documents. During 1995 Trolleybuses are recorded as having run in Public Service on 22 days. Eleven vehicles were used in public service and a further two on demonstration, the most used vehicles were Bradford 735, 834, and Huddersfield 631, each being used on 7 different days.

An exercise has started to write down rules, procedures etc. for many aspects of the departments work. This has the dual role of formalising many of the things we already do and providing regulation to new and changed activities as this part of the museum develops.

At the start of the 1996 Season we have a total of 21 Trolleybus drivers and 18 conductors, listing of approved Drivers and Conductors are included with this report for your reference. If you consider you have been incorrectly omitted from the above lists, please advise the Traffic Office in writing, however you should be aware that all members were advised when the new crew management system was being prepared, that to remain on the list of platform crew you should have driven in museum service in the last year, or conducted in the last two years otherwise you will need to take a refresher course. The Trolleybus driving licence system has been amended, so as to formally regulate the driving and training of drivers on the various non-standard vehicles which are used. Several different classes of vehicle have been identified by layout and control system. Class 1/Traditional British Vehicles. 2/Aachen 22. 3/Limoge 5. 4/South Yorkshire 2450. 5/Porto 140. All drivers will continue to receive basic training on class 1 vehicles. Before a driver can be considered for upgrading they should have held their class 1 licence for at least 12 months and be recorded as having driven at Sandtoft a minimum of 4 occasions in the preceding 12 months. Only then can a conversion course be undertaken onto one of the above classes of vehicle, each class requires a separate course. Currently the instructors for conversion courses are, Class 2/Aachen 22 & 3/Limoge 5. G. Bilbe, S. Harrison. 4/South Yorkshire 2450. S. Harrison, R. Shepherdson, P. Swift. 5/Porto 140. G. Bilbe. ???We have also had two running days, Easter was notable to the local vermin population, the weather was not too good but 2450 entered normal service for the first time.

Trolleybus Drivers 1996 Approved by C. Proctor, (Director) 7/1/96

R. Ashton, G. Bilbe, D. Brown, M. Cartwright, M. Dare, A. Feather, A. Fieldsend, S. Gill, P. Godber, G. Griffiths, S. Harrison, D. Needham, C. Proctor, J. Sambrooks, D. Shepherd, R. Shepherdson, P. Swift, A. Thornton, B. Wharton, F. Whitehead, G. Whiteley.

Instructors British Vehicles (Class 1)

G. Bilbe, M. Cartwright, P. Swift, G. Griffiths.

Trolleybus Conductors 1996 Approved by C. Proctor, (Director) 7/1/96

R. Ashton, D. Beach, G. Bilbe, M. Cartwright, J. Daintree, R. Ford, D. Franks, S. Gill, J. Goddard, J. Heighway, C. Longfield, S. Nicholls, D. Shepherd, S. Smith, P. Swift, A. Thornton, J. Whitehead, P. Whitehead.

Instructors (Basic Training and Refresher Courses)

D. Shepherd, A. Thornton.

Note. Any experienced conductor may be asked to supervise a trainee who is gaining experience.

Sandtoft Scene

Spring/Summer 1996

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THE PORTO DOUBLE DECK LANCIA TROLLEYBUS PROJECT (Plan.140)

Through the good offices of Graham Bilbé, who has personally forged links with the tram/trolleybus and motorbus operator STCP, in the Portuguese city of Porto (more commonly known to the English as Oporto), Sandtoft Transport Centre Limited has been presented free of charge with one of the famous double deck Atlantean-style trolleybuses from that undertaking.

Graham spent a "holiday" a few years back actually working on the Porto trams, not driving/conducting but in the workshops. He has maintained contact with STCP since then and it was during discussions (and no doubt, a bottle of port) with them regarding the TMS's acquisition of a Brill bogie tramcar - now at Crich - that an offer was made in November 1994 of a trolleybus *gratis* (libré in Portuguese). The whole double deck trolleybus fleet in Porto was withdrawn in March last year, marking the end of double deck trolleybus operation anywhere in the world. After some deliberation Graham selected No.140 as being the best vehicle for Sandtoft: No.102 is being retained by STCP for their own museum, the rest of the batch have now been disposed of - most have been broken up. Since that day in November Graham has sought donations to meet the cost of bringing No.140 to Britain, he has also investigated how to get No.140 to these shores. Significant donations were given by various people, those donations over £250 are being given by way of "Gift Aid", whereby Sandtoft as a registered charity can recover tax from the Inland Revenue on these gifts. Graham went to Porto on 3 May to prepare No.140 for its journey; a special farewell tour of the Porto trolleybus system, (or rather, all the parts it could reach) was made on 5 May with 12 or so enthusiasts from England on board. Hard work and final negotiations about its transport to England followed: it is planned to be towed on 22 May from Porto to Setúbal (south of Lisbon), a distance of some 300km (that for Jim Sambrooks' information is about 190 miles!), for embarkation on 23 or 24 May on the ship to Southampton. At the time of writing this (17 May), arrival at Southampton is expected on 28 May, whence No.140 is to be towed to the Reading area before continuing north to Sandtoft, probably in June or early July. Shipment necessitates the removal of the trolley gear, so it is intended to reinstate this whilst it is near Reading. A veritable quantity of spares is accompanying the vehicle and this will all have to be unloaded upon arrival at Sandtoft. Hopefully though, No.140 will be tested and available for service at the Gathering!

Many, many thanks are due to STCP for the vehicle, to Graham for managing the project, to Brian King for much time, practical help and advice, to the many people who have made donations - mostly quite substantial and to those, too many to name here who have given moral or practical support. More information about No.140 should appear in the next *Sandtoft Scene*. Further donations towards the Plan.140 project will be gratefully accepted: write to Graham Bilbé, 12 Belle Avenue, Reading, Berkshire, RG6 7BL, or to Sandtoft's Financial Director, Alan Platt with your money, remember, donations over £250 are worth even more if they are "Gift Aided" - details of this from Graham or Alan.

MUSEUM DEVELOPMENT: A PROGRESS REPORT

The work heralded in the last edition has been subject to various delays, the most significant of these has been the effect of the change of our local authority from Boothferry Borough Council to North Lincolnshire Council. Both the toilet block extension and the "Axholme Stores" building are subject to approval under the Building Act 1984 and the Building Regulations 1991; our application for approval was submitted to Boothferry Borough Council but was not considered until after the 1 April change to the new unitary authority which combines parts of three former councils.

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Various alterations were required to our application by North Lincolnshire Council, some requiring professional consideration. The requirements have now been satisfied and site work started on 4 June (see picture on page 19).

Additionally, a collapsed drain at the front of the museum, directly under the proposed children's play area has meant a delay to that element of our development whilst costs (and who was liable to pay them) were established and a contract for repairs made.

On Thursday, 28 March - just four days before Boothferry Borough Council was disbanded, the council leader and a good neighbour and friend of the museum, Councillor Don Stewart, presented a cheque for £10,000 to our Chairman, Michael Barratt, this being Boothferry's grant towards our current development projects. Boothferry, in a joint press release with ourselves, invited the press and local radio along and we arranged for Huddersfield no.631, newly repainted, to be available and operated for the occasion. A good coverage was given by the press although the local radio interviewer was somewhat disappointed to discover how silent a trolleybus is - not very good for radio eh ?

Meanwhile, the follow-on stage of the museum's development is being considered: an application for grant assistance has been submitted for both further European funding, and for assistance from the Rural Development Commission. Our success in obtaining funds from these two sources does very much depend on how much the museum itself can contribute to the scheme and readers are reminded that we do have a special development appeal running with a target of £25,000. You are urged to give to this appeal and of course a regular donation of any size could be coveted, or a one-off donation of £250 (minimum) "Gift Aided", either method allowing the Company to recover tax from Inland Revenue. Details can be obtained from Alan Platt our Financial Director.




32nd, Doncaster
Armthorpe
Reg. Charity No. 1021016



MR J MILLER
2, DEANSFIELD CLOSE,
ARMTHORPE, DN3 3B2
DONCASTER. 1995.
6th November.

Dear Mr Thornton, I am writing to you on behalf of the above Scout Group to express our deepest thanks for a brilliant day out at the Transport Museum. I would be grateful if you would convey our thanks to the people involved in making the day so organised and enjoyable for all of us. We were well looked after and there was plenty to see and do for everyone. May I take this opportunity to commend yourself and the volunteers who have made the museum what it is today, you have all done a marvellous job, keep up the good work. Once again our sincere thanks for a very enjoyable day.

Yours Sincerely,

J Miller (Chairman)

Scene at Sandtoft, May 1996, by Jim Sambrooks.

The trouble is that I don't write down everything that happens at Sandtoft, so, when time comes to write this report, I have to rack my brains and pick everybody else's. If I miss anything I apologise.

The Trolleybus testing week was another success, thanks to the hard work put in by the testing team we know that everything that runs is safe. Martin Gibbons is in charge of mechanical and bodywork inspections while Geoff Griffiths ensures the electrical safety. Test certificates have been introduced this year in addition to the usual windscreen discs. "New" trolleybuses entering service this season are Dennis 2450 described in "Buses" as the only dominator in a museum, (I suppose they're right, they have only just ceased production after 19 years). It proved very popular at Easter, its first weekend in service. 2450 has regained its original registration B450 CKW. Bradford BUT/ Roe back loader 746 was also passed fit for service following much effort by Peter Swift, Alan Bird and the Bradford members. Regular trolleybuses passed include Bradford 706 and 735, Nottingham 493 and 506, Huddersfield 631 and "Vera" Limoge 5. Maidstone 56 and Cardiff 203 have a major electrical faults. Derby 172 failed with worn King pins and a broken spring, these have since been repaired along with the resistance banks and the bus is now running again.

Doncaster 206 was pressed into service again at Easter having been withdrawn at the end of last season. Free road tax and the fact that it was still tested and insured, allowed its replacement Tiger Cub 33 to receive a bit more attention. Bradford 735 celebrated its 50th birthday on Easter Monday, suitably decorated for the occasion, it even had a birthday cake which it shared by all the members on site, think everybody got a piece.

Cardiff 262 left Sandtoft in April bound for Barry (not you Marshall), the home of Bradford 704 on which work is progressing rapidly, if 262 makes similar progresses the project could have some fine vehicles in a few years time.

It is very pleasing to have plenty of vehicle work to report this time, starting with Bradford tower wagon 032, this has been away on loan to Peter Price and used to erect overhead for the Birkenhead Tramway. Before it could be used it had to be fully overhauled including an engine rebuild, repairs to the tower hydraulics and a repaint back into Bradford blue, it is expected to return to Sandtoft in the near future. Nottingham tower wagon 802 also continues to receive attention. I received a mild scolding from Andy Fieldsend for failing to mention Cleethorpes 54 in the last issue, work on this vehicle has proceeded at a tremendous rate during the last few months. The upper deck floor has been covered with new lino in "Battleship Brown", lining panels to staircase, the rear destination box and the upper deck rear bulkhead have all been fitted and where appropriate covered in dark blue leather cloth. Seats are being prepared away from site and the first two have been fitted. Electrical rewiring is taking place and a mechanical inspection found the running units to be in amazingly good condition, the rear brakes have been stripped for re-lining by Bill Staniforth, nice to see you at Sandtoft again Bill. Nottingham Regent 3 137 has new owners in David and Bernice Needham, already owners of 506 which they keep in fine fettle. 137 has already had its staircase rebuilt and refitted as well as many other jobs to the bodywork and mechanics. Bradford PD2 558 has benefited from frequent visits from its owner Geoff Welburn, it is amazing to see this vehicle with no offside or rear panels fitted being manoeuvred under its own power. If I can just digress here to tell you a tale about 558. It goes back many years to one of my first working visits to Sandtoft, about 1970. I was staying in my van at Sandtoft, no water, no toilets, nothing on site at all really except a shed containing eight buses.

Preparation Week

Here we are again, the start of the season with the annual ritual seeing Martin Gibbons and myself arriving at Sandtoft on Wednesday 20 March for the annual Preparation Week, Jim Sambrooks was already there, the first day was spent getting our kit together, setting up home in the Reliance and planning our days. We commenced by placing 631 into the workshop and setting up a blower on 56, which was giving a high Leakage Test reading last year and hasn't run since the last Trolleybuses Galore. On Thursday Dave Shepherd and Keith Hopkinson joined us and we managed to test 631, 706 and 834, whilst Keith changed the Air Control valve on 172 with one that he had serviced at home. We tested it for leaks but adjustment had to wait. On Friday Steve Harrison and Shane joined us and whilst Steve set to on S Yorks 2450's high tech equipment, then re-cabling 56's positive boom (the one that was renewed last year and suspected as the cause of the high leakage reading) then the problems on Limoge 5, we put 172, 735 and 746 through the system. Later Peter Swift joined us and Richard Bilbé arrived just in time for dinner. On Saturday saw David and Bernice Needham, Andy Thornton, Alan Bird, Mick Leak and friends and the DOLRS boys appear. Saturday saw 506 and 493 go through the system, Cardiff 203 was examined over the pit. On Sunday we had 56 in, unfortunately the weather had been damp and drizzly right through, although not much actual rain by day, but sufficient to delay the brake testing which we like to do on a dry surface and the earth leakage testing. Peter Swift spent most of his time assisting or providing bits and pieces for others plus some time on 703, Mick Leak was attending to the faults on 746. For two winters Peter and Dave Shepherd have been systematically removing and overhauling all the BICC trolleyheads on the service trolleybuses, Dave spent his last months with Powergen doing this, so we now have many good trolleyheads after a period of worry about this problem as we had no spares, Peter also did some brazing work on some of them to achieve the necessary standard. This has also been the easiest year for free catches and cleanliness following our annual attention, no mask is necessary when blowing out the equipment; but the lights on the pit are now u/s.

The exam results were that:-
Maidstone 56 still gave a high leakage result. Derby 172 needed its resistance's replacing, a new Air Control Valve, rear light to be made workable, new front n/s spring and new king pins. Nottingham 493 need a traction motor brush replacing, 506 needed a small amount of re-taping work. Huddersfield 631 needed 1 new tyre and re-sheathing of cables at trolleybases. Bradford 706 needed the brushes easing out on the compressor, 735 needed attention to air leak to doors and a better leakage test result, 746 needed a couple of contactor cables taped, traction motor mounting bolts require split pins, re-sheathing of neg cable at trolleybase, also a new buzzer and bulb to DWI and a battery, 834 had a high Earth Leakage Test.
After attention by all of us we ended up with 5, 706, 493, 506, 2450 all cleared and 631, 735, 834 and 746 expected by Easter. 56, 172, 203 and 703 still need a fair bit of work, Richard had brought up a tyre for 631 but when put on a wheel and inflated there were two bad bulges in it which goes to show the un(for)seen that happens in this department, 203 was found to have a nasty scrape mark around the end of the commutator caused by one brush housing having dropped, this resulted in the segments no longer having undercuts in between, this was thought to be causing the problem. Dave dealt with this but unfortunately and to everyone's disappointment the fault still persisted. Putting her under the wires we found the traction motor sparking so it would appear to have a similar problem to that on Reading 193.

I had gone into Doncaster on the Saturday evening and whilst waiting at the "Gaumont" traffic lights, I noticed a blue PD2 waiting at the opposite side, behind it was a green double decker and I wondered which of the then many Doncaster Independants they each belonged to. When the lights changed the PD2 made slow progress towards me and the green one kept close behind it, only when they passed me did I notice the tow bar connecting the two by which time I had nearly driven into the railings. The blue decker was Bradford 558 and the green one Nottingham 493 which was parked outside the depot when I returned to Sandtoft and became the first vehicle to live outside. Returning to the present day Bradford 792 has seen some work recently as has London 1201.

Doncaster vehicles in the news are Regent 3 22 with further work to the cab area, Tiger Cub 33 rear brakes overhauled and MOT tested although suffering from an electrical problem. Royal Tiger Cub 55 fuel pump drive plates changed and MOT tested, Daimler CVD6 "Tarburner" 112 saw the light of day recently, it was started up and driven back into its place. Regent 3 122 has been MOT tested after the brake servo was changed. Daimler CVG6 206 ran at Easter as reported but is now withdrawn again and trolleybus 375 which has had its lower deck seats removed to allow renovation of the saloon.

The points system for vehicle depot spaces has been marked for the first time in a few years by three independent assessors, their scores were added to decide the depot allocation for 1996/7. Basically Hull 217, having received much attention in the last year, achieves enough points to take the under cover space vacated by Cardiff 262, everything else stays where it is. The system used to allocate points was detailed in Sandtoft Scene No 6. It is intended to overhaul the system for next year.

A recent visit to Boughton found several former Sandtoft resident vehicles, it was only a quick look but I can report on the impression I gained. Derby 237 is beautifully restored and still receiving attention, Keith Hopkinson was working on it at the time. Nottingham 502 further panels removed, 578 work on the interior continues, Nolts and Derby 307 (the bathroom) new upright pillars fitted but vehicle now inaccessible, 357 is as it left Sandtoft.

Back at Sandtoft further trolleyheads have been overhauled, all the running fleet has now had replacement heads fitted and a few potential runners, this has had the effect of reducing the number of de-wirements considerably. Having disposed of 31 scrap tyres last year a similar pile is now awaiting collection, still plenty more to go at but it still takes time to remove them from wheel dishes. The two traction poles planted in preparation for the visitors centre have been removed again as the visitors centre is to be positioned elsewhere, they have been unpopular with all the regular workforce, even described as an encumbrance. At the same time the former generator was dismantled and moved outside prior to sale or scrapping. The generator house is to become an annexe of the workshop with certain machine tools situated in there. During the winter months the engineering department, under the supervision of Bob Whittington, attacked the hawthorn hedge that runs along the back of the workshop. After many years of neglect the hedge has been cut and layered and now presents a secure barrier along the boundary. This being separate to the work being carried out by the gardening department and reported by Bob Ashton. A vehicle owners agreement is currently being prepared, based on that of the Sheffield Bus Museum. Interested parties are welcome to look at the draft and their comments will be welcomed, copies available from your columnist. Thanks to Sylvia Nicholls for typing up the draft.

That's it for this time, si thee, Jim.

On Friday night, or rather early Saturday morning, five of the Cardiff lads arrived to prepare Cardiff 262 for its tow to its new home at Barry. With Brian Maguire's help, they changed the rear tyres and made it safe for travel. Before leaving us on Sunday they also covered the ventilator holes in the roof of Cardiff 243 to make it more watertight, they are still hoping to see this restored. Brian also worked on the chassis of 1201 around the near side rear bogie. Martin Gibbons did a few more jobs on some of the diesel buses.

I must add that we were really impressed by the new building erected by the Miniature Railway group for their rolling stock. A great pity that such a fine building is not for trolleybuses but this may give the spur for that. The layout at the new shed and the station now has several sidings added plus a passing loop at the latter. I also understand that the old generator engine and chassis are to be sold and the generator house turned into another workshop.

Easter 1996

I was back at Sandtoft again on Good Friday morning when I tackled the de-wiring indicator on 746 and replaced the buzzer and an unusual 240v 15 watt bulb. Then followed amending the bay number discs and fitting this year's licences in each of the running vehicles and treating 735 to a new horn. On Saturday Steve Harrison joined me to tackle the 56, a theory that the trouble could be dirt etc., on top of the resistances proved not to be so and after a methodical check through and megging each section we concluded that the shunt winding is the fault which is, of course a big job involving removing the motor and sending away for re-winding. At the same time Steve had organised Sam Maguire to renew the sheathing on top of 631 which, unfortunately, was not completed in time, but as no new tyre had arrived and it was not intended to run it over the week-end so this was not too serious. It should be okay for BTS day.

Mike Dare has organised attention to the spring and kingpins on 172 although the resistance's have had to be sent to France for attention. (Could this have anything to do with it being a wartime vehicle and the French resistance movement!) Which just leaves the re-sheathing, so it will be hopefully OK for May Day. The air leak on 735 requires that the emergency handle is set in just the right position to make it seal until it can be put right, this enabled 735 to enjoy its birthday celebrations. Steve endeavoured to get the noisy steering pump on 2450 to run more silently but failed at this stage. Knowing Steve I think he will succeed eventually. It is now thought that we at Sandtoft know more about 2450 than those that were evaluating it. Drivers were handed 5 pages of instructions of what does what etc., it has plenty of power and rides beautifully on Sandtoft's surfaces. 746 was giving a slightly high earth leakage reading and tends to blow out the breakers on top notch but otherwise, is OK. 835 still awaits attention for its higher earth leakage.

For the running days Nottingham 493, South York's 2450 and Limoge 5 initiated the schedules, Bradford 735 joining later after celebrating its 50th birthday with the press at 1.00pm on the Monday, followed by pieces of cake brought by Bernice Needham which had been made by her friend for all those present. It was a delicious fruit cake, iced and topped by a sugarcraft picture of 735, an excellent piece of cooking and decoration. Peter Swift had bedecked the booms and front with flags plus a few balloons with a lot more inside the lower saloon. Unfortunately 5 had to be taken off due to a defective trolleyhead, being foreign it has special carbons which we do not have. I failed to adapt one which would allow the head to swivel freely, so we await proper ones or new trolleyheads. Saturday was glorious but the rest of the weekend weather was dull and fresh which should have brought the crowds but didn't; Monday was the busier of the two days.

Sandtoft has also now become a part-time Crematorium and has a resident Rodent Officer. When Andy Thornton (who else) switched on the rectifier he heard a crackling underneath, he immediately switched off and called for Steve. As we went into the rectifier room Steve said it was probably a rat. Removal of the cover at the bottom revealed a cooked rat! There was no volunteers to remove this so Steve yanked it out after finding a handful of paper towels, good on yer Steve! Brian Maguire and Sam were busy on 1201, Andy Fieldsend and Janet on 54 and Geoff Warns had made a start on the interior of 375 good to see work on this old faithful but, regrettably, there were fewer members about this Easter than usual. A couple of the new DOLRS lads were successfully passed out for trolleybus driving and several of the older stalwarts had more familiarisation on handling 2450 and Limoge 5, Janet and Sylvia also had another lesson with Peter.

SANDTOFT MAY BANK HOLIDAY

Back again on Thursday night before May Day, Steve Harrison had suggested that if the shunt field windings were isolated on Maidstone 56 this would enable it to overcome the high earth leakage result and enable it to run, albeit without the electric brake and possibly top running notch. On Friday I removed the hatch in the front bulkhead behind the contactor cabinet, very few have this facility - I cannot understand why all do not have it - and made the disconnection at this point. The workshop was still occupied so, as the old generator chassis was now outside with the traction motor removed but the brackets for same still on, I spent a casual hour removing these as they are for Nottingham 466, it makes a relaxing change from trying to get things working. Once the workshop was empty in the afternoon, Tony Peart helped me to put 56 in to isolate the shunt field connections at the motor connection box - a pit job. Just after this move had been completed Armthorpe Motors turned up to reinstate the resistors on Derby 172 - another pit job, of course. We negotiated a plan to suit us both and I carried on making the disconnection's on 56 and then put 172 in its place. The fan heater had been on 56 all day and it was left ready for the earth leakage test when a driver became available, with the prospect of 172 running, the fan heater was moved to that motor. Next a look at the contactors on 746 and from one dropped a solid piece of insulation sheathing which must have dropped into it when Mick Leake re-sheathed the cable on the previous occasion. Nothing else looked to be the cause of the circuit breakers blowing and the electric brake failing intermittently, another job awaiting a driver.

On Saturday Peter Swift turned up as expected, we tested 56 and found her satisfactory in all respects. The layout at Sandtoft does not demand the facilities disconnected. 631 has been like this for years and others lose the electric brake intermittently and is the case with 746 currently. On 746's test run the blowing out of the breakers had ceased but one of the breaking contactors was not pulling in and needs to be removed for testing. It too, runs OK.

By mid afternoon 172 was ready and Armthorpes' men wanted to see it run, which we did, after the mandatory earth leakage test. It ran well but the brakes did not feel too good and the Air Control Valve, fitted in prep week needed to be adjusted now that we had the power and was Sundays first job. It almost defeated me but I found that if the cut-out is adjusted at high and the cut-in at low, one can then tweak them down and up respectively to set them correctly. After several runs breaking would not reach the standard required on the meter so, it was planned to put back into the workshop for adjustment to the brakes.

Limoge 5 was next, Martin Nimmo had sent up some new carbons and two trolleyheads. Most unusually these carbons are in three pieces set into a brass casing.

They would not slip in without being trimmed and as this head had not been twisting freely I decided to put one of the newer heads on. Meantime Peter started to put on one of the new boom springs to replace the one borrowed from Aarchen 22. He had made a tensioner for this as the original one had disappeared. To complete the job we tensioned both booms to the new standard on all runners. Peter has made a weight of 40 pounds attached to a rope and when this just lifts off the ground that is it. From then on she ran with no problem. I had made a short bamboo last time to facilitate polling and de-polling since the ropes have been removed to enable overtaking of others. On the continent they do not have to overtake other double deck vehicles although it's still quite a job if alone.

After a quick brush out and clean 746 ran in the afternoon for the first time in public for 25 years. However on about its third run it suddenly developed a nasty hum with some slight vibration. This gave cause for concern. At first I thought of the motor but as that had been out for attention to its bearings recently surely they didn't miss something and we didn't have to do it again for a different reason. Some serious thinking. When I had shunted 631 up a few moments ago I had noticed something similar, what about others? We tried 506 again the hum, something clicked in my mind, had we not had this before? We went to the rectifier room and yes, the output was only 400 volts. After telephone discussions with Steve Harrison, it was concluded that fuses had blown, in fact several had done so. A wirement on the frog into the loading siding with much sparking was judged to be the cause and it is suspected that the rat of Easter possibly started the fault. This meant us ceasing to run at about 4.20pm on Sunday. Steve was able to think it through and we were back in business on schedule on the Monday for BTS Day.

That evening, after several years of thought and intention, I actually altered the Earth Leakage Testing box to enable the cable to be wound up tidily on hangers inside the door.

Meanwhile Peter led David Needham and his mate Graham in starting to tidy up the booms, springs and cables on Nottingham 506 which looks visually smarter with re-taped booms and painted springs. Other work has been carried out which cannot be seen.

On Monday 172 went into the workshop and Jim Sambrooks arrived just in time to do the necessary. We found the brakes suitably adjusted but that the drivers control valve was very sluggish. This was removed and cleaned out and improved matters sufficiently to be passed out. So the weekend saw another 4 vehicles available for service, albeit including two that had previously been passed but failed at Easter. This was the quietest Sunday I can remember for trolleybus members preparing vehicles. Mike and Beryl Dare and Roy Fawcett did some cleaning out and the only other trolleybus activity over the week-end was Brian Maguire working on London 1201, which now sports nearside lower deck panels complete with red and cream undercoat, rear wheel arch and top coated wheels.

SITE NEWS, By Bob Ashton.

FROM THE GARDENS

At last spring seems to have arrived, certainly the plants and trees have come to life in spite of the many months of biting cold N.E. winds that have cut across the museum site. Some of the newly planted daffodils came out in time for the Easter weekend's events. Most of the newly planted conifers along the front of the site (up to the damaged drain), and alongside parts of the miniature railway track have survived the wind and another attempt by the rabbits to eat every plant they find. Extensive landscaping has taken place on the old car park entrance where the railway turntable is, new plants, Chipping's, extension to the kerbing have also improved the appearance of this area. Whilst new borders for plants etc. are created the existing ones still have to be maintained.

The borders next to the trolleyshop are not the easiest, as a Lilac bush keeps sending up shoots. Our appeals for more plants have received some good responses, the appeal still goes on, however we must ask for no more trees at the moment as it is getting very difficult to find places to plant them as the "Sandtoft Forest" is now well established! But please keep the perennial bedding plants coming in either young plants or packets of seeds will help Sandtoft to be a more colourful place.

MINIATURE RAILWAY

The builders started work on the replacement carriage shed on the 19th February. The weather did its best to slow down work, several days work had to stop when the mortar for the bricklaying froze. Whilst the building work took place the relaying of the railway track continued, five sets of new points were constructed and four from another layout were added to the new complex which takes the trains into the new carriage shed. On Sunday 24th a temporary line was laid into the new shed which by now had reached the stage for the roof tiles to go on, junior member Stephen Hobbs drove the first locomotive out of the shed. In time for Easter the building was nearing completion and all the rolling stock that had been stored in the Lecture Theatre and the Bus Workshop was moved into the new shed. One of the locomotives moved in was the Romulus type steam engine, which since the 1995 Yorkshire Day event had been totally stripped down, repainted, and a new boiler fitted.

The Easter weekend saw the Romulus locomotive in steam and on the Easter Sunday it hauled several passenger trains, however a brand new steam water injector was giving problems and finally by mid-afternoon failed, so the rest of the day and on the Monday the electric locomotives took over. After Easter further work took place to the steam engine, the carriage shed received a coat of paint and further tidying up of the area took place. In time for the May Day holiday the area around the carriage shed was looking more presentable and the temporary new station platform set out with items of luggage, the baggage trolley etc.. The number of visitors to Sandtoft on the Sunday was low, but on the Monday warm sunshine and plenty of passengers kept the steam engine very busy all afternoon. In time for the forthcoming May Bank holiday a new flower border has been created on the car park side with the building of a small wall. A local steel fabrication firm is now restoring one of the original railway carriages if all goes well this will be in service for the bank holiday weekend. I would like to thank all of the members of the railway group and the Sandtoft members who in 1996 have helped us to transform the railway. A special "Thank You" to you all.

BOX WAGON

As part of the programme of tidying up of the site facilities the box wagon was thoroughly cleaned out towards the end of February, walls washed, cooker cleaned, filthy cups/mugs plates and cutlery washed up and the carpet which to our surprise has a pattern was swept. However during this period of time the builders did make use of the box wagon for their breakfast 'fry-ups' it was always ensured that the box wagon was cleaned on the Friday, however they did not clean the grill pan during the week so this resulted in it being thrown out onto the grass area by one of our members who used the box wagon on a mid-week evening visit. Its a good job that all the filthy mugs, plates etc were not thrown away when the box wagon was originally cleaned. The builders cannot now be blamed for the mess that is now appearing again, the floor is now again covered in rubbish, the surfaces etc all need a wash, sorry but it is now up to the members who use the box wagon to clean it, after all we **still** try to do our best to keep the toilets clean, stocked with soap and toilet rolls for use by members between the public open days.

LECTURE THEATRE/ TOURIST INFORMATION TRAMBODY

In time for the start of the season at Easter, both of these buildings were emptied of the various items that had been in winter storage. A new wide selection of 1996 tourist information leaflets obtained on a visit to the Yorkshire Tourist Board 'Leaflet Swap' were put on display after the trambody had thoroughly been cleaned out. The Lecture Theatre has, we hope, now been used as winter workshop for the last time with building of the new railway carriage shed. It was hoped to have new displays in place and a new version of the audio visual slide show 'The Trolleybus Lives On' for the start of the season but with so much on and not enough time to undertake these tasks I am afraid that these have been delayed. The last of the V.E. Days photographs were removed in time for the May Day weekend being replaced by displays used by the Mobile Display Unit that recently visited a Doncaster school. Various new items have recently been donated for display, some of which include a very unusual car 7 inch disc/tape cassette player and a 60's Dansette record play are now added to the display 'in the corner'. Please keep them rolling in, the public are fascinated in recalling the past, not only the trolleybuses but the household items that once they might have used.

TRACTION POLES

Traction Pole No. 31 has been stripped of all its loose rust and repainted, possibly making it the first traction pole to be repainted from top to bottom for many years. However without a serviceable tower wagon on site, it was not possible for all of the bracket arm to be repainted. Traction pole No. 29 has been started on but the rust is much more severe so work on this is going to be more difficult. Like we mentioned in the last Sandtoft Scene about the 'topless' street lamps spoiling photographs the rusting traction poles are now spoiling many a photograph of the beautifully restored trolleybuses. It could be possible for some more poles to be repainted but it would need more willing hands to donate some time and effort to rid the place of the rust plague for the cost of the materials used.

STREET LAMPS

Steve Harrison has been able to locate four lamp tops, which with some restoration could be fitted later this year. In the meantime if you see any street lamp fittings that could be used or any other street furniture that could be used at Sandtoft please let us know. If you could help restore it and put it in place then even better.

EX-BELTON YOUTH CLUB

Some dismantling of the wooden panels and re-stacking has taken place to further tidy the area at the front of the museum site. Some of the wood has been put to good use alongside the railway track and inside the carriage shed. Later this year it is hoped that work to refurbish Sheffield trambody 419 (next to the picnic area) can continue making use of some of the wood from the youth club.

NOTICE, by Jim Sambrooks.

Two vehicles have recently been parked or disabled in such a way as to prevent the removal of others from the depot in an emergency or for any other reason. Members are again reminded that such practice could invalidate the Company's insurance cover and that no vehicle should be disabled whilst parked in front of the depot. The member concerned has received a warning letter from the board, we don't like having to do this so please abide by the rules, they are all there for a reason.

Vandalism on site, by the acting Editor.

It is my painful duty to have to advise Sandtoft Member's there has been a further instance of vandalism on site, on this occasion two buses have been damaged. The careful selection of the vehicles involved indicate that the perpetrator was not a hooligan bent on causing damage, but someone making a political statement by their actions... it is therefore without doubt an "inside job". As acting editor of the scene I would say to you "if you have a grievance so deep that you feel you have to resort to such methods, try sending your grievances to me on paper (anonymously using words cut from newspapers and pasted on a card if you wish) and I will print them where all the membership can read them". It is only a question of time before you are caught, then you will be subject to public humiliation by being brought before the courts. The only reason for declining my offer is if you in truth know that your views on the museum are far removed from the vast majority of the membership, if you still feel you are unable to accept my offer to air your grievances in a proper manner before your fellow members, I would suggest to you to stop behaving like a child and do the honourable thing and resign your membership, thus depriving the museum of your otherwise valued services.

From the (Acting) Editor.

Once again due to personal and professional commitments our Editor Michael Barratt was unable to produce this edition of the Sandtoft Scene, so this has given me a second opportunity to pinch his big black editors pen. I have put together a bumper twenty page issue with interesting reports from Geoff Griffiths and the inspection team, a feature on platform crew licensing by Andy Thornton, who has also given me strict instructions to diligently remove any references to his newly developed method of dealing with the local rodent population from the copy. Sorry Andy the others paid me more to include them. Of course no issue would be complete without Jim's and Bob's columns, I have also included a letter from the Armthorpe Scouts thanking us for a private visit, this had to be held over from the last issue due to restrictions of space. May I take this opportunity to thank everyone for being so supportive of my efforts with the last issue, also those who have so bravely submitted their work to face the big black pen this issue and a special thank you to Sylvia for doing most of the typing. Please, Please, Please keep your contributions for inclusion in the next issue coming in. Next issue we already have an unusual recipe for Ratatouille "A LA Fawly Towers" with added Basil for inclusion in the cookery section. Many thanks to Bob Ashton for the cover picture, the picture on page 19 of building work on the new Axholme Stores is taken from a video recording.

An unusual Donation, by Dave Shepherd.

When I was checking the donation box at the gate after the Mayday Bank Holiday Weekend I found to my surprise the box to be full, not with money but with dry grass and moss, closer examination revealed a neat hollow in the middle containing seven tiny brown speckled eggs each only about half an inch long. A hastily prepared notice was attached adjacent to the box to prevent the eggs being damaged by money being put in the box. Spring Bank Holiday Gate duty entertainment was provided by the parent birds efforts to feed their now somewhat vocal brood, unobserved by the ever present humans. Finally come Fathers Day peace has returned to the gate hut, examination of the box reveals only two (presumably infertile) eggs remaining, the chicks having now flown the nest, oh well happy fathers day little birds.

STOP PRESS

Sandtofts first Lady Trolleybus Driver takes the wheel, full details in the next issue.

Sandtoft Gathering '96 Sunday 28 July.

This years event is rapidly approaching and, of course it needs staff to operate.

The format will echo that established last year, with the vehicle display and judging at Ealand, with a frequent bus service linking that venue with Sandtoft where all the usual attractions will be found.

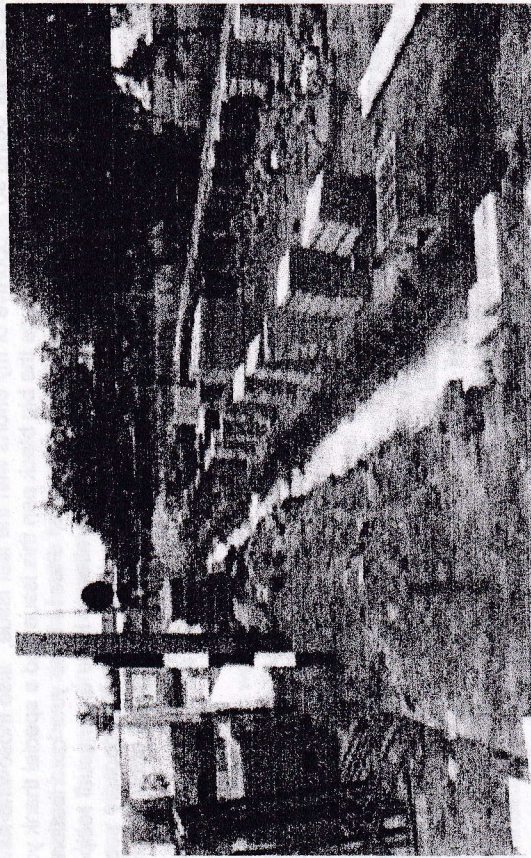
We need all the help we can get to staff the event both at Sandtoft and at Ealand. Please make every effort to attend and lend a hand if you can, it would be helpful if we knew in advance that you were intending to work and at what times. You won't be turned away if you offer your services on the day. Please contact myself in advance or Philip Jenkinson on the day.

Thanking you in anticipation,

Jim Sambrooks. Address on inside cover.

Museum Development Work Update

As already reported (see pages 7 and 8), site work has started on the "Axholme Stores" and the old toilet block. Work is proceeding in leaps and bounds, such that the toilet block should be receiving its new roof construction during early July. The two buildings are scheduled for construction work to be completed by the middle of August; this will leave some external works to be carried out, but this cannot be finalised until the various areas are clear of builder's tackle and we establish exactly what else needs to be done. Meanwhile, the children's play area and the new entrance signs should be in place by 'Gathering, so come and see it all on 28 July and also help out with the day's staffing.



Building work on the new "Axholme Stores" (20 June 1996)

SANDTOFT '96

EVENTS FOR 1996

Trolleydays

Sunday 7 July *
Sunday 14 July *
Sunday 21 July *
Sunday 4 August *
Sunday 11 August *
Sunday 18 August *
Sunday 25 August *
Bank Holiday Monday 26 August
Sunday 29 September

Sandtoft Gathering '96
Sunday 28 July

Yorkshire Day

Sunday 20 October
* Trolleybus only day - Reduced admission and NO Doncaster bus service

MUSEUM OPEN 12noon to 6p.m.

TROLLEYBUS RIDES, SOUVENIR SHOP, MINIATURE RAILWAY, REFRESHMENTS, SMALL EXHIBITS & DISPLAYS, PICNIC AREAS, SLIDE SHOWS, CHILDREN'S DRAWING AREA, TOURIST INFORMATION.

ADMISSION

TROLLEYDAYS Adults £3.00, Concession £1.50, Family £7.00.

GATHERING Adults £4.00, Concession £2.00

TROLLEYBUS ONLY DAYS (*) Adults £2.00, Concession £1.00, Family Car £5.00.

At all events, except Gathering, admission ticket entitles holder to 1 FREE trolleybus ride.

FREE Car parking,

FREE bus service from Doncaster, * (except Trolleybus Only Days) Southern Bus Station 1.30 p.m., Railway Station 1.35 p.m. Returns to Doncaster from Sandtoft at 4.30 p.m.. Journey time approx. 30 minutes.

For further information on Trolleydays and other events please telephone the MUSEUM 24hr. INFORMATION LINE :- 01724 711391. (Information updated prior to each event) Standard telephone charge rate.

We are always pleased to accommodate coach tours and party visits by prior appointment. Resident motorbuses frequently attend displays and rallies locally and nationally. Further information can be obtained from :- STC Publicity Sandtoft Transport Centre Ltd., Belton Road, Sandtoft, Doncaster, South Yorkshire, DN8 5SX. (Please include S.A.E.) Additional Open Days for the Trolleybuses or the Miniature Railway may be added to the dates above, these will be announced on the 24hr Information Line prior to each additional event.

SANDTOFT TRANSPORT CENTRE LTD..
Belton Road, Sandtoft, Nr. Doncaster, South Yorkshire.

24 Hour Information Line

Tel: (01724) 711391

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SANDTOFT GATHERING '96

INCORPORATING THE ISLE OF AXHOLME FESTIVAL OF TRANSPORT

A double bill of transport miscellany for all the family!

SANDTOFT TRANSPORT CENTRE

Belton Road, Sandtoft, nr Doncaster

SEVEN LAKES SHOWGROUND

Ealand

Both sites open 10am to 6pm

With **FREE** connecting Bus Service

Attractions across both sites include:

| | | |
|----------------------|---|-----------------------|
| Trolleybus Rides | Transport Bazaar | Children's Playground |
| Miniature Railway | Morris Dancers | Fairground Rides |
| Live Music | Trolleybus Displays | Trade Stands |
| CAMERA Real Ale Tent | Display of Past & Present Road Vehicles | Fairground Organ |
| Refreshments | and lots more! | |

Admission Charges

(No increase for 2nd year)

Adults £4.00 Concessions £2.00

(Free admission for members of Sandtoft Transport Centre Limited)

FREE BUS SERVICE FROM DONCASTER

Leaving Doncaster South Bus Station at 10.00 and Doncaster Railway Station at 10.05. Then every half hour until 16.00 and 16.05. (Note NO service at 14.00 or 14.30)

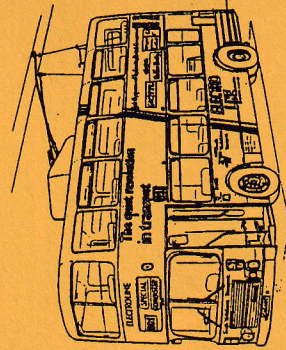
Returns from Sandtoft at half hourly intervals until 18.00. (Note NO service at 13.15, 13.45 and 14.15)

HOW TO GET THERE BY CAR

FREE car parking is available at Ealand. Take the A18 to Hatfield Woodhouse (Green Tree) then follow the signs, or the M18 and M180, exit at Jnct 2, and follow the signs.



24hour
Information Line
(01724) 711391



Sandtoft Transport Centre Ltd, Belton Road, Sandtoft, near Doncaster, South Yorkshire, DN8 5SX.

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SUNDAY 28TH JULY 1996

10P