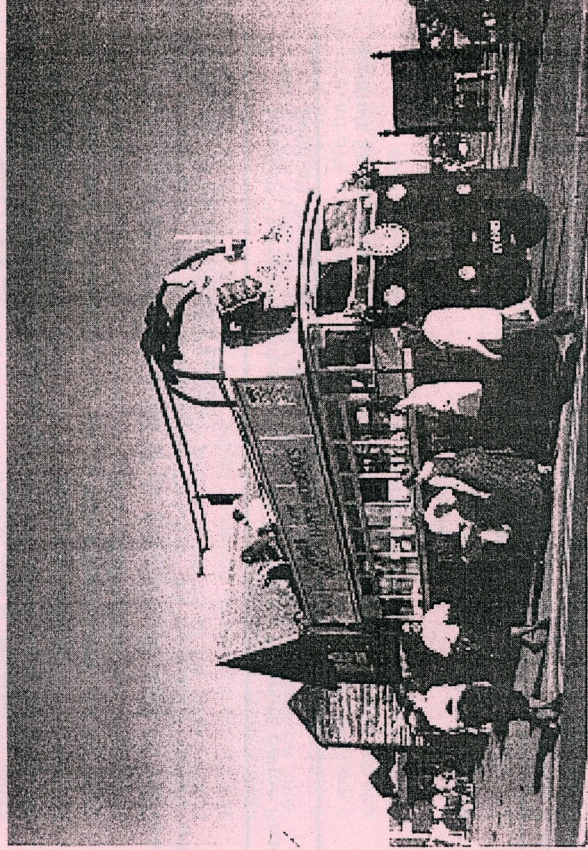


SANDTOFT SCENE

ISSUE No.41

SUMMER 1998



THE JOURNAL OF SANDTOFT
TRANSPORT CENTRE



Sandtoft Transport Centre Limited

A Company Limited by Guarantee

Registered in England No. 1747475

Registered Charity No. 514382

Registered Office:

The Trolleybus Museum,
Belton Road,
Sandtoft,
Doncaster,
South Yorkshire,
DN8 5SX.

Telephone Information Line:

01724 711391

Payphone number:

01724 711846

Directors:

Chairman (& Development)	Francis R. Whitehead
Secretary (& Membership)	Robert P. Shepherson
Managing Director (& Safety,	
Infrastructure & Maintenance)	Kenneth Hulks
Financial Director	Alan J. Platt
Operations (& Shop)	Christopher N. Proctor
Publicity (& Miniature Railway &	
Lecture Theatre)	Robert N. Ashton
Vehicles & Workshop	James Sambrooks
	Brian D. Maguire

Correspondence should be addressed to the Director responsible for the relevant area of operation, or to the Managing Director. As necessary, letters will be forwarded to the appropriate person.

© Sandtoft Transport Centre Limited The Trolleybus Museum Belton Road
Sandtoft Doncaster South Yorkshire DN8 5SX.

Sandtoft Scene Editor:

D.A. Shephard,
14, Westend Gardens,
Pollington,
Goole,
East Yorkshire,
DN14 0EZ.

COVER PICTURE: Q: When is a trolleybus not a trolleybus? A: When it is ex-Hastings no.3A.; A Summery scene (albeit not at Sandtoft) for our Summer 'Scene' of the famous open top Guy, BTX now fitted with a diesel engine.

Photo by Jim Sambrooks

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 items and articles printed in this publication represent the opinions of the individual contributors; they are not necessarily the opinions or policies of Sandtoft Transport Centre Limited, its Directors or its members.

Sandtoft Scene

EDITORIAL

Well, here we are again - it seems no time at all since the last edition of *Sandtoft Scene* was sent out, but at least we have now caught up - just - with the publication timetable.

The Health and Safety issue remains at the top of my agenda for this *Sandtoft Scene*. I have my own standpoint that I am including in the debate in this edition. No doubt, the Health and Safety debate will go on for some time yet.

If I may remind you, in the opening paragraph of my editorial for *Sandtoft Scene* no.40 I challenged readers with four questions. I now elaborate on those four questions.

"As the 1998 operating season gets into full swing we can be content that it can't happen to us, or can we?" - Personally I do not believe we can be so complacent: accidents have happened at other museums and we certainly do not have a superior safety system designed to cover any eventually, so how can we be so sure that we are not the next?

"Let's face it our hobby is too small for the attention of the Health & Safety Executive, isn't it?" - Do you really believe that? Other museums have counted to their cost a visit from the safety inspectors; for all we know, we have already been visited, and it is only a question of time before the inspector concerned makes a formal appointment to visit, when we will be presented with a situation where matters are taken out of our hands: we might no longer have control of our own museum and we might be forced either to comply, or else close with the inevitable results.

"After all we are amateurs so we are not governed by the Health and Safety Legislation, are we?" - Other similar museums to ours have already found to their cost that they are governed by Health and Safety legislation. A well qualified correspondent, in contributing to the debate in this edition of *Sandtoft Scene*, quite clearly points out to us the standard we are expected to achieve, so regardless of whether we are directly governed by the 1974 Health and Safety at Work Act, we still have to meet its standards.

"And, we have! done it this way for the last 25 years, so what's the problem?" - This is precisely the problem. We may have done it this way for the past 25 years but as a result we have fallen far behind modern safety requirements. We have to change with the times: just because our museum is set in the 'fifties it does not mean to say we can continue to, or will be allowed, to work to 'fifties safety rules.

Dave Shephard

VISION STATEMENT

To remind us all, the Museum now has a Vision Statement that summarises the Museum's *raison d'être* in one sentence:

To be nationally acknowledged as the Museum of the Trolleybus and to entertain, educate and give excellent value and service to our visitors.

The Vision Statement portrays exactly why Sandtoft exists and how Sandtoft should be run. All considerations, decisions, directives, processes and actions of the Directors and the Members must be focused to meet this end.

SANDTOFT SCENE

To facilitate the regular appearance of *Sandtoft Scene*, please let the Editor have contributions by the dates shown below. *Sandtoft Scene* will be published four times per year with whatever number of pages can be filled. The journal is for your information and interest, so all contributions for possible publication are welcome.

Contributions to Editor by "Latest posting" date

Autumn 1998	3 October 1998
Winter 1998/9	10 January 1999
Spring 1999	4 April 1999
5 September	
5 December 1998	
7 March 1999	

HEALTH AND SAFETY

Safety at Sandtoft has occupied much time recently with numerous discussions and much planning having taken place. As a consequence, progress continues to be made on various fronts: the drafts of the written procedures are slowly coming together; consultation has been initiated on certain topics, possibly the most notable amongst them being the requirements and procedures for conductors (and drivers) on motorbuses operating on behalf of the museum (the requirements and procedures for trolleybus conductors are far more straight forward); measures to separate visitors from "risk" areas (e.g. the workshop and the areas behind the main depot building, etc.) are being taken, these being, in the main, self-closing gates, fencing and warning notices; risk assessments are to be undertaken - very much an ongoing task, and in connection with that, as Martin Hulks reports elsewhere, COSHH (Control of Substances Hazardous to Health) assessments.

At its meeting on 27 June, the board agreed a number of important Safety matters and requirements. All members are asked to note the following:

- The Visitors Book is to be transferred to the box wagon: this change will be made shortly.
- Everyone is reminded that all persons visiting the museum during non-opening hours are required to sign in and sign out, and supply the other information asked for in the book.
And please, can we restrict the comments column to sensible and relevant remarks. Suggestions and constructive criticism will be gratefully received if made direct to Ken Hulks. If anyone believes that a "graffiti board" would serve a purpose, then we can install one, rather than have our formal signing in record defaced.
- Persons undertaking certain hazardous tasks are to do so with another person in attendance, or, in some circumstances, someone close by advised/aware of the activity.
This should include (but not be restricted to) working with electricity, or under vehicles or up ladders or on roofs etc., etc. If in doubt, ask, or tell someone else what you propose doing: it costs nothing to discuss things and could prevent an injury - or worse.
These are all sensible precautions and are in line with the Health and Safety Policy Statement published in *Sandtoft Scene* no.40, and displayed at various key locations at the museum.
- Persons working under vehicles, or on engines, brakes etc. are to place a "Man working, don't move" notice (available in the workshop) on the vehicle's steering wheel
- Appropriate, protective clothing and equipment must be used by anyone undertaking or assisting with hazardous tasks.

e.g. if there is a hazard from above, hard hats must be worn by anyone at risk (and, of course, the number of persons at risk should be reduced to the absolute minimum, with spectators told to move away to a safe distance). Likewise, if there is a risk of something heavy (or not so heavy) falling, dropping or rolling onto someone's feet, then steel capped footwear must be worn.

The Company will be providing some basic equipment - hard hats, protective gloves, eye protectors and ear defenders - for use by members; they will be kept in the workshop, and everyone is asked to take care of this equipment (it all costs good money!) and put it back when finished with, reporting any damage/ replacement necessary.

- All museum workers are encouraged to obtain their own protective footwear if they do not already have it.

A good range of safety footwear styles for both men and women is readily available and if required, (along with other protective clothing or equipment - e.g. boiler suits, overalls, hard hats, gloves, masks etc. - should you wish to have your own) could be purchased via the Company - contact Ken Hulks for details, but cash with order please.

Safety Training is being planned for the weekend prior to, and also possibly during the week running up to, Gathering '98 - probably the first of many - so if you intend working at Sandtoft in any capacity or for any reason, you should contact Ken Hulks for information on the proposed days and times.

THE HEALTH AND SAFETY DEBATE

From Dave Shepherd, Goole.

Firstly may I put an end to several rumours which have been in circulation around Sandtoft I, and several others, have merely withdrawn our services at public events pending the introduction of satisfactory safety procedures. I had advised the board of directors of a series of safety problems I felt we need to address as a pre-condition to opening to the public in the wake of the 1201 incident and the subsequent inquiry. My letter to the board consisted of some six pages. In his response to my editorial in *Sandtoft Scene* no.40, Company Chairman Francis Whitehead states that adequate safety procedures were in place in time for the Easter open weekend. It is true to state that a ten page document covering some of the basic traffic department procedures was sent to me by fax on the Friday before Easter. It is also true to state that my letter pointing out the errors and omissions in this document extended to some four pages. I have no desire to pillory the writer of this outline document, indeed it was a good starting point for the relevant sections of what is now to be called the company manual, however much work is needed to be done on this document before it could serve as a satisfactory safety document. Other essential safety related work is to commence on site which is reported elsewhere in this edition of *Sandtoft Scene*; however many key areas have yet to be addressed. It is also of concern to me that many of the lessons of 1201 have still to be learned and until procedures are in place to ensure that this cannot happen again we are at risk. Regrettably a recent incident has shown that we still have a long way to go in this direction.

Contrary to rumour I have not resigned as a member of the museum: I have simply taken this course of action because of inadequate safety procedures on site and for no other reason, not because I wish to hold the museum to ransom as has been suggested. Neither am I doing this because I am annoyed because Brian Maguire was elected to the board instead of myself, nor have I resigned as editor of *Sandtoft Scene* because of a dispute with the board of directors. I trust this makes my position clear.

The hard hitting editorial regarding "Safety at Sandtoft" in Sandtoft Scene Spring 1998 edition is long overdue and very welcome.

An effective Safety Management System is of paramount importance to the operation of an undertaking such as Sandtoft and the introduction of such a system is long overdue at Sandtoft. The system must be "owned" by all, from the Chairman down to the youngest of the junior members. The Chairman and all the members of his board must not only "own" the system but must, to the man, be upbeat, enthusiastic and lead by example if it is to be successful. A Railway Inspector, when visiting an operating preserved railway, is reputed to have said "If you continue to treat this as a hobby I will shut you down!"

The debate regarding the imposition of the Health and Safety at Work Act at Sandtoft (or any other preservation group) is somewhat academic, as the overriding "duty of care" on all of us will be interpreted such that the Health and Safety at Work Act is probably an appropriate standard against which that "duty of care" requirement is discharged. It should be noted that The Transport & Works Act does specifically include volunteers in "a guided system environment".

Safety, and the Management of Safety, is a dynamic activity which requires constant attention, there is no quick fix and no end. What is required is a "process of continual improvement", and this requires the commitment of all.

Sandtoft, you have been warned.

From Ken Hulks - Managing Director

I, and all the directors, welcome discussion on safety at Sandtoft. It demonstrates a healthy environment from which all of us can benefit and Sandtoft can develop its approach to different health and safety issues.

Discussion and debate has to be based on facts and not rumour or speculation. Unfortunately, one of the statements made above by Dave Shepherd is factually wrong, so needs to be corrected, whilst another could do with more background to put it in perspective.

Francis Whitehead did not state in *Sandtoft Scene* no.40 that "adequate safety procedures were in place in time for the Easter open weekend" - he actually wrote that the written procedures recommended by the 1201 inquiry for the testing and operation of trolleybuses was in place before the 1998 operating season started - a completely different matter! The same edition of *Sandtoft Scene* also explained that the procedures introduced at Easter were provisional and would be amended as necessary. It is relevant that Dave's six-page letter was actually sent on the Sunday before Good Friday: it does contain many good points, and we are taking most of these on board, as we are with many of the observations he made on the provisional testing and operating procedures.

The board of directors has committed the Company to introducing safety procedures and safe working practices. These procedures and practices are, however, only going to be effective if people follow them. It is the duty of anyone and everyone

Sandtoft Scene

working at Sandtoft, or on behalf of Sandtoft, to ensure that they - and others - all work safely and with consideration to the safety of other people and their property. This is all laid out in the Company's Health and Safety Policy Statement. The Company will take a serious view of anyone acting negligently. On the whole, safety is mere common sense, and we should all take a moment to think about our actions and possible repercussions.

The Company's strategy on the introduction of Health and Safety procedures and a Safety Management System has been to identify the basic areas of the museum's operation and to adopt a priority for attention. Aside from the procedures that were called for as a result of the 12901 incident and which is a separate, albeit related, issue, the priority was to establish a policy upon which to build our procedures and management system. The policy has been set.

At an early stage we also decided to seek advice on how to tackle the requirements, and to consult relevant people and bodies as we proceed. We want to get it right.

We have sought the advice of, amongst others, the National Tramway Museum, the British Safety Council and the Royal Society for the Prevention of Accidents (RoSPA). Everyone we have spoken to has been extremely helpful and positive, with the clear message coming through of "keep it simple".

We are due to meet with our local council's (North Lincolnshire) environmental health department shortly, and will also be talking to the local fire brigade's fire prevention officer, whilst an in-depth seminar with representatives from the National Tramway Museum at Crich is planned to allow us to fully understand and address the various and additional specialist requirements for us as an operator of trolleybuses (such operation comes under the Transport and Works Act 1992). Finally, we will also be consulting the Health and Safety Executive (Railway Inspectorate Division) as we go on.

At the end of the day, it will be North Lincolnshire Council and the Railway Inspectorate Division of the Health and Safety Executive who approve, or otherwise, our Health and Safety Management System. We have always said that the introduction of full safety procedures will take time. It could be as much as two years before they are fully in place, and even then we will be undertaking regular reviews of our arrangements.

Mick Crabtree's comments are most welcome. We need the full backing of all our members, a recognition of the culture change, a positive attitude, and then, together, we will succeed.

VACANCIES

Traffic Manager: we need someone who can communicate with "staff" and who can get to the Museum regularly for "Open Days" (but not necessarily every one). Contact Chris Proctor (Operations Director) for more details.

Publicity we need someone with ready access to a telephone (we can provide a facsimile machine), to work within a set budget, who ideally - but not necessarily, is relatively local to the Museum. Contact Bob Ashton for more details.

STAFFING FOR TROLLEYDAYS

Chris Proctor (Operations Director) would like to hear from you if you can help at the Museum with various jobs on Trolleydays and other event days. Event days cannot operate (and the Museum cannot attract income) without a number of volunteers, so help is vital and the more helpers, the easier it is for all concerned.

In particular we need assistance for **Sandtoft 'Gathering '98 (26 July)** when all stops need to be pulled out to make it a bigger success than last year (itself acclaimed as a good event).

Summer 1998

Every Sunday in July and August is scheduled to have trolleybuses operating, and the shop open, but desperately needs someone to help man the gate and trolleybus operation as well as requiring folk for towing/ general duties. The remaining events:

30/31 August European Weekend
27 September Trolleyday
18 October Yorkshire Day
20 December Santa Special

are also, of course, in need of staff it may be hard work at times, but it can be very enjoyable and rewarding, with a good rapport between helpers and visitors. If you fancy having a go, then why not make an effort and attend at least one of these to help (including, if possible, before and after the gates are open). Let Chris Proctor know how you can help. A roster can then be devised.

TROLLEYBUS OVERHEAD

The Overhead Line Department could do with some more helpers. As well as routine maintenance, there is quite a programme of renewal coming up. If you are interested in the overhead, (and have a head for heights) please get in contact with Andy Feather - he can be contacted by writing to the Museum.

TROLLEYBUS PLATFORM STAFF

The following are currently on Chris Proctor's register of trolleybus platform staff:

Drivers:

G. Bilbé	D. Bird	D. Brown
M. Cartwright	R. Cleary	M. Dare
J. Daintree	A. Feather	A. Fieldsend
S. Gill	P. Godber	G. Griffiths
C. Hobbins	J. Harrison	D. Needham
C. Proctor	J. Sambrooks	D. Shepherd
S. Shepherd	R. Shepherdson	P. Swift
A. Thornton	D. Topham	B. Wharton
F. Whitehead	G. Whiteley	

Conductors:

D. Beech	G. Bilbé	D. Brown
M. Cartwright	R. Cleary	J. Daintree
D. Franks	S. Gill	P. Godber
J. Heighway	O. Heighway	S. Shepherd
D. Shepherd	A. Thornton	J. Whitehead
P. Whitehead		

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

Instructors (Basic Training and Refresher Courses)

D. Shepherd
A. Thornton.

The above lists were prepared on the basis of recorded experience: 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. Drivers who have missed one full year (in this case 1997) and Conductors who have missed two years (1996/7) are not included on the list, but may be re-instated on completion of a short refresher course.

Any member who considers they have been incorrectly omitted from the above lists should advise Chris Proctor (in writing please). Similarly, if anyone would like to train for trolleybus conducting and/or driving, get in contact with Chris.

OBITUARY

Derrick E. Coates

It is with great sadness that we report the death, on 26 May 1998, aged 69, and following a long illness, of Derrick Coates.

Derrick, a cinema projectionist by trade, served in the RAF and then worked for the Air Ministry as a civilian, before going back to cinemas (in 1961) just before Bingo took hold of the country, causing him to work in that industry, managing the former Glenroyal Cinema in Shipley; in 1977 he made a complete change to book-keeping and accountancy, which he continued with beyond his retirement.

Derrick had a life-long interest in transport, and particularly in trolleybuses (not very surprising since he came from the trolleybus city of Bradford). He was a member of the 834 Group that preceded the formation of the Bradford Trolleybus Association, and then became an active member of the BTA, with whom he served for many years on the committee, also becoming Meetings Organiser - a difficult job that he did superbly - and Treasurer. He represented the BTA on Sandtoft's Management Committee in the days before the present Company, and certainly made his mark there. He was a great supporter of the museum, delighting in giving it publicity whenever he could; given his background in cinema, and his ability to play the organ well, he would have revelled in Sandtoft's new Ritz attraction with its old cinema organ - all that combined with trolleybuses!

Derrick was a real character, full of friendly charm and interest who will be sadly missed by the BTA and, of course, his family - wife Lillian, daughter Lynn, son-in-law Jeff and grandson Cameron. It was a privilege to know you Derrick.

FRW

MUSEUM REPORT (from Martin Hulks.)

Gardens

The gardens are continually being maintained in order to keep them presentable to the public. Although the amount of borders are being reduced due to fouling by dogs, borders are being retained around the front of the museum and around the railway track, as these are the areas that the public see.

In April of this year the sit-on lawnmower was acquired and since then has given sterling service. It has proved very economical on fuel and has completed a whole site cut four times without having to be filled up! The lawnmower is always cleaned after every third cut and treated to a service and check-over. Currently the blade casing is being treated with rust retarder in an attempt to stop the wet grass rusting the casings. The gardening department is currently on the look-out for a further new lawnmower as the one acquired last year was "written off" in May. The mower hit a large obstacle in the grass and this knocked the blades and the shaft that powers them out of alignment, apparently it is a common problem. Can I ask members to please use the litter bins provided around the museum, as any discarded rubbish can get tangled up in the lawnmowers. After all, money could be better spent than having to buy new lawnmowers! We are now having to bring back the old black lawnmower which had previously been in reserve. Also the path which connects the railway crossing and the toilet block has recently been "edged" this general tidying up of the paths helps them to look neater and tidier. If time allows, most of the paths around the museum will be tidied up in this way.

Summer 1998

Railway

Once again it is time for the weeds to start appearing around the railway track, so our weed killing team has been out to combat the problem; the whole track has been sprayed, so please do not pick up the ballast as it can cause severe blistering on the tongue and throat if the dust is inhaled. The steam engine is now in for quite an extensive repair as, during the Whit Gala Day the poor old engine had to work very very hard. During the day a number of problems occurred with the engine, so now we may not see it in operation until the Lincolnshire Day. New reconditioned bogies have been fitted to the Great Western liveried carriages; these have been thoroughly tested prior to entering service and have now proved themselves in public service by drastically cutting down on the number of derailments. On Saturday 17th May the track was repaired after the previous week's vandalism. The actual repairing did not prove to be a problem, but weed killing had only been applied a week or so before. There had also been no rain, so the weed killer was still pretty potent. All SMR members involved had to wear eye shields, protective suits, mouth guards and gloves, all of which cost quite a lot of money. Six bags of new chippings had to be brought to help to bed the track down, then the track had to be tested before any trains carrying the public were allowed to pass over it.

Security

On Thursday 28 May there was a another break in at the museum (earlier this year we suffered some vandalism and last year there was also an attempted break in to the Lecture Theatre when the police were informed). This time, one of our members spotted someone acting suspiciously around the vehicles parked on the north east corner of the museum, adjacent to the engine shed. The member shouted to the person and asked him what he was doing, but he swiftly escaped under the fence, ran to a white car and drove away. The signing book was then checked and no-one else should have been on site!

As the break ins and mindless vandalism remain unsolved, as a precautionary measure the gate must be locked at all times. On several occasions recently members have left the gate unlocked to await the arrival of deliveries etc., but now members must meet any visitors, deliveries or contractors at the gate. The barbed wire which had been removed from the front fence may now be renewed. Security cameras are currently being considered: to cover the whole museum site we would require at least 5 or 6 cameras strategically positioned. Please, please, please, if you see anything suspicious inform the police at once. Our vehicles and property are at risk otherwise! The board will not hesitate in pressing charges should anyone be apprehended in connection with break-ins or vandalism at the museum.

Traction Poles

It is hoped that before the 'Gathering we will have completed the traction pole replacement that is well overdue. The next poles to be repainted will be the ones around the front of the museum, near to the gate.

We also need members to help us to remove some more redundant traction poles from Bradford which have been offered to us. We are also currently writing to Kirklees Council about some poles left in Huddersfield. A large area of Huddersfield is due for redevelopment, when certain streets will be lost: down those streets are former trolleybus poles! Many now carry street lighting, whilst one is even still painted in green with a number 4 on it. Huddersfield's trolleybuses are gone but certainly not forgotten.

Back to Sandtoft: there are about 10 further poles due for replacement - yet again helpers are needed to take out the old poles and put new ones in, so please contact Ken Hulks on 01302 364330.

"Ritz" Lecture Theatre

The Lecture Theatre was officially opened in its new guise on Whit Gala Day by Sue Simpson, manager of Odeon Cinemas. A Mickey Mouse cartoon has also been shown to children on a number of open days, again with organ accompaniment. The children seem to enjoy the experience of a silent film - it is certainly nostalgic to see a "Gaumont British" presentation at the Ritz Theatre Sandtoft. The exterior of the building is also being repainted.

Axholme Stores

We are hoping to install displays in some of the show cases before the 'Gathering. The accumulation of bits and pieces that are currently stored in the R. Edgley Cox end of the building will be moved elsewhere for temporary storage. The British Trolleybus Society have agreed to provide a permanent trolleybus exhibition, but we need members to clear the building.

Museum Site

If we have time as we paint the exterior of the Ritz, we hope to also repaint the phone box.

The workshop has been tidied up considerably, so let us now keep it that way!

Skid marks have been noticed on the back straight. These marks are right in the middle of a crumbling section of roadway - can we ask that all brake tests are carried out in front of the depot on a lesser damaged section of the roadway. The area around the back of the toilet block is to be slabbed: this will clear away the weeds and generally tidy the area up. We also ask that members who bring articles to the museum ask either the Exhibits Manger, Ian Wilson, or the Managing Director, Ken Hulks if (and where) they can be stored. (For example, there are currently two old lawnmowers dumped near the burning bin that we know nothing about!). We try our best to keep the museum presentable so please do not just leave things - ask first!

Weed Killer has been applied on the roadways and the slabbed areas near "Axholme Stores"; once again please be cautious.

Health & Safety

We are currently planning a COSHH examination of the whole museum site. This will assess the properties and types of chemicals and combustibles stored on the museum site by members and contractors. The examination will cover vehicles in the depot and other storage areas currently at the museum.

We have recently introduced some new Safety notices in the workshop: these notices are to be displayed on a vehicle's steering wheel when persons are working under the vehicle concerned; the notices say "Man working, don't move" (Sandtoft may be an equal opportunities museum, but we could not fit "person" on the signs - sorry ladies!) The notices are placed on the Health and Safety notice board in the Workshop. Please make use of the new signs, they are there to protect **YOU!**

Training Day

As part of the museum's new Health and Safety strategy we are planning staff training days during the run-up to 'Gathering. These will help ensure that the museum is safe to operate for a big open day like the 'Gathering. On the training days we hope there will be opportunities to train new trolleybus crews, teach people to test trolleybuses, teach people to switch on the power and teach how to use the "Simon Hoist"; there will also be a general talk on the workings of the overhead and Health and Safety matters affecting the museum. We hope to be able to provide a buffet lunch, but this will depend on demand. If anybody can think of other things that we can train people on, or you are willing to offer help teaching, please contact Ken Hulks.

Whit Gala Day

I would like to thank all the staff at the museum for their hard work on Whit Gala Day - it was much appreciated. The financial results from the day were quite satisfactory and encouraging, so, once again thank you.

HELP REQUIRED -1

Sandtoft Gathering '98 happens on Sunday, 26 July. This year it is again at just one location, and there are already vastly more entries from visiting vehicles than last year (where are we going to put them all?). It is always a good day, so if you have never experienced it before, come and see it for yourself this year, and better than that, help us in some way - the list of jobs to do is endless! Ken Hulks will be delighted to hear from every one of the 220, or so, members we have to say they are going to assist. A good day will then be had by all.

HELP REQUIRED -2

If you feel you can aid the museum team in any other way please contact either Ken Hulks 01302 364330 or Bob Ashton 01302 842948. Even an hour with a lawnmower would help us, please help us if you can!.

VEHICLE NEWS

Maidstone 56

No.56 made a journey to take part in the Black Country Museum's "Trolleys Galore" event and arrived back at Sandtoft on 27 June. We now look forward to seeing no.56 back in service at Sandtoft - hopefully in time for this year's 'Gathering.

Aachen 22

Further to the appeal last time, we still could do with some sponsors for no.22.

Bradford 834

No.834 has recently been tested and is once again cleared for service.

BOOK REVIEW

"London trolleybus Routes"

Hugh Taylor.

£18.95

A fascinating book written by a former London trolleybus driver detailing the history of the London trolleybus system, from the unusual angle of route by route. This book contains a wealth of photographs illustrating the daily work of the London trolleybuses. The end of the book also contains a series of short chapters which detail some of the lesser known aspects of London operations, such as battery working, the three reversers on the London system and a section full of amusing stories covering dewirements, night working and the staff service busses. Well worth a read.

My thanks to a non-member for the loan of his copy of this book to review.

Dave Shepherd

30 / 31 August 1998

European Weekend at Sandtoft

B

Liège 425

D

Aachen 22

F

Limoges 5

P

Porto 140

For the first time ever, we hope to have all four of our "foreign" trolleybuses on display together and most of them operating. The intention is for the trolleybus service to be exclusively operated by European vehicles (If you want to know whether we will be adopting "drive on the right" that weekend, you will have to come and see). Trolleybus-wise, there *may* be at least one visiting "foreigner" whilst there may also be a number of visiting vintage European cars just to add to the atmosphere.

★ **COME AND JOIN THE FUN AS EUROPE COMES TO SANDTOFT** ★