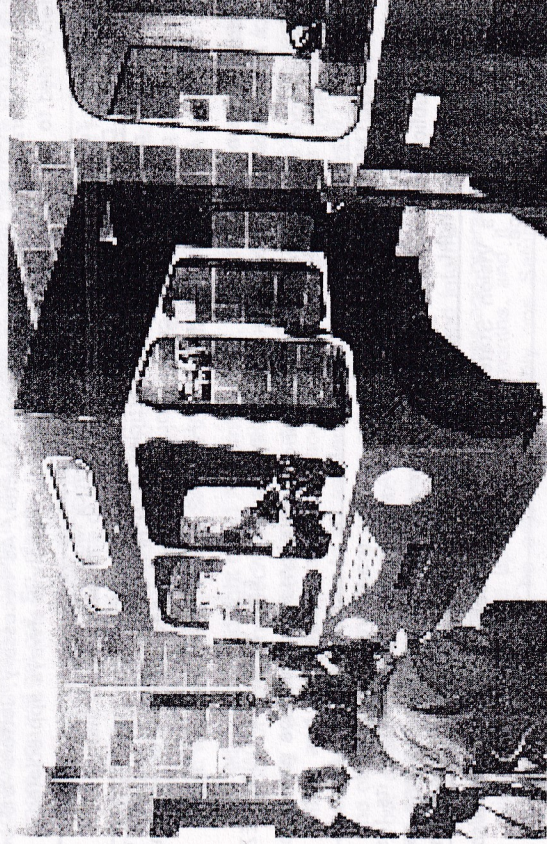


SANDTOFT SCENE

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THE JOURNAL OF SANDTOFT
TRANSPORT CENTRE



Sandtoft Transport Centre Limited

A Company Limited by Guarantee

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Financial Director	Christopher N. Proctor
Operations (& Shop) (Publicity & Miniature Railway & Ritz Theatre)	Robert N. Ashton James Sambrooks Brian D. Maguire
Vehicles (& Workshop)	

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. A SAE for a reply is always appreciated.

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Contributions and comments (for publication or otherwise) are always welcomed by the Editor.

COVER PICTURE:

The trolleybus simulator, newly installed in Axholme Stores, is seen on its first day in public service at Sandtoft (20 December 1998). The motorbus one can just be seen on the right.
Photo: R.N. Ashton

The Company 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.

This 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.

EDITORIAL

Firstly I hope all our readers had a very happy Christmas and I wish everyone a happy and prosperous 1999. The recently re-introduced Santa day on 20 December last proved to be very successful with over one hundred children visiting Santa in his grotto - magically transformed from a corner of the Ritz lecture theatre. The event proved to have a happy, friendly atmosphere with Santa arriving at his Grotto on a motor bus and even trying his hand at driving a trolleybus full of visitors around the Museum later in the afternoon. The event has also generated **much needed good local publicity** with a first class report illustrated with a photograph of Santa sat in the driving seat of a steam train full of happy visitors appearing in the *Doncaster Star*. Personally I can't wait for next Christmas!

The 1998 Sandtoft AGM passed relatively peacefully, however comments were made about the content of *Sandtoft Scene*. I can only say to you all again "it is **your Sandtoft Scene**". I am only the editor: if my postbag only contains doom and gloom this will reflect in the next issue. So please send me a short article to publish, don't worry too much if it needs some work to finish it off prior to publication, that can easily be done. May I suggest some topics on which you could write: history - particularly suitable for the issue covering an anniversary of the subject concerned - this could be about a system or an individual vehicle or even an innovation in trolleybus or system design. What about an article covering an event or outing that you have attended which has a transport related theme? Or even a holiday to where trolleybuses or elderly motorbuses still work for a living? The list is only really limited by your imagination. *Scene* is like many things at Sandtoft: the more you put in the more you will get out. So, please, how about that article?
DAS

1998 ANNUAL GENERAL MEETING

The Annual General Meeting of the Company duly took place in the *Ritz* at Sandtoft on 21 November 1998. At that meeting, the Chairman, Francis Whitehead, presented his Annual Report to the Company. If any member would like a copy of the Annual Report of the Chairman to the Company presented at the AGM, they should write, enclosing a large SAE, to the Secretary at the Museum address.

With effect from midnight on 21 November 1998, Rob Shepherdsen retired from the position of Company Secretary after six years in that position: we thank Rob for the sterling and devoted service he has given the Company during his three terms in office, and we welcome as his replacement John Heighway (see separate feature below). Rob will continue to act as Membership Secretary. As a result of there being no other nominations, there were no other changes to the board of directors, whilst our auditor, David Watson (who, incidentally, for the first time since his original appointment, attended the AGM) was also duly re-appointed auditor.

After the formal business of the AGM, useful and informal discussions took place about various aspects of the Museum's activities and operation: many of the points raised will be followed up in the coming months, and it is hoped that a similar informal "Forum" can be organised, possibly one Saturday during the Summer operating season.

This year, for the first time after an AGM, members were treated to a trolleybus ride: Bradford no.834 made several circuits around a dark Sandtoft, before rapidly failing batteries forced the journey to end.

Thanks to all who attended the AGM, and to those who contributed to the day in any way - the warmer atmosphere and softer seating in the *Ritz* were appreciated, as were the trolleybus ride and the (scalding) hot tea, coffee and chocolate in the *Trolleyshop*.

1997/8 COMPANY ACCOUNTS

Members who attended the Annual General Meeting in November were each supplied with a copy of the Company's abbreviated accounts for the financial year 1997-8: if any other member would like a copy of these accounts, they should write, enclosing a large SAE, to the Secretary at the Museum address.

INTRODUCING JOHN HEIGHWAY, OUR NEW SECRETARY:

As mentioned above, I became Secretary of STCL at the recent AGM. I follow in the footsteps of Rob Shepherdson who has held the position for the last six years and I must thank him for handing over such a well-organised and efficient filing system which will make that part of my new task that much easier.

My family and I have been members at Sandtoft for many years now and it was the friendly welcome we received on our very first visit which impressed us so much and which I hope to do my best to continue. This is certainly what made us return and later become members and since then we have made several good friends amongst the Sandtoft workforce. My wife, Pat, regularly helps out on the British Trolleybus Society stall whilst I am doing my "bit" as conductor - occasionally having been the only conductor! My two sons also help out when home from their respective universities:

My trolleybus background is varied: my father being a Vicar meant that we lived in many parts of the country depending on the whims of the ecclesiastical hierarchy. Fortunately many of the locations had close connections with my two main interests: either trolleybuses, or AEC's, and sometimes even both! My earliest memories are of the trolleys in Llanelli, then south east and south west London, with Wolverhampton and Teesside in between, and lastly to the North West and the final days of Manchester and Ashton. I suppose if I was asked where my allegiances lie it would probably have to be those wonderful London Q1's of which our own no.1812 is one, or perhaps the AEC Regents of South Wales Transport, although it could just as easily be London Transport's RF's, RT's and RM's, or even the blue Guy Arabs of Middlesbrough Corporation. It would be a difficult decision to make as I have a foot in so many camps! In recent years I have become very attracted by the French and Swiss trolleybus systems so I was particularly pleased that the *European Weekend* last August was such a success.

Having been a primary school teacher for twenty eight years, thirteen of which were as Head of a rural primary school, I gave up full-time teaching when the opportunity arose to do an M.A. degree at Lancaster University. I now help out in various local schools and also do some work for the Northern Examinations Board, although what I enjoy most is my part-time work for Preston Bus Limited, driving their Atlanteans and Olympians.

I shall make every effort to help in making Sandtoft not only an enjoyable and interesting place to visit but also a place where there is a forward-looking attitude to future developments with everyone pulling together. In short and to quote modern parlance, where there is a "buzz" which will encourage young people to get involved and to carry on the good work that has already been achieved.

John Heighway

HEALTH & SAFETY (from Ken Hulks)

We have received further communication from the North Lincolnshire Council Health & Safety Inspector regarding examination of tools and equipment used at Sandtoft.

The upshot of this is that a number of jacks have been sent away for testing and this will be repeated for other equipment owned by the Museum. However, it is a requirement of the Health & Safety Inspector that random checks are carried out on certain tools and equipment used by members and contractors working at the Museum. Additionally, as the Museum now has a new insurer certain other items of equipment will be checked by them before a full Certificate of Insurance is issued.

As part of the ongoing development of our Health and Safety system, all portable electrical items used at the Museum, whether owned by the Museum or by individuals, societies etc. need to be examined and tested annually and labelled as being fit for use on the Company's premises. This applies to any electrical item that gets plugged in - including extension cables. Please contact Steve Harrison or Ken Hulks to make arrangements for your electrical gear to be checked and labelled, and also, please make sure that any plug-in electrical item you use at Sandtoft is inspection-labelled.

1999 EVENTS AND ADMISSION CHARGES ETC.

- ◆ **4/5 April** (Sunday and Monday) *Easter Weekend Trolleydays* (with Free Doncaster Bus Service on Monday only)
- ◆ **3 May** (Monday only) *May Day Trolleyday* bus
- ◆ **30/31 May** (Sunday and Monday) *Spring Bank Holiday Weekend Trolleydays* (with Free Doncaster Bus Service on Monday only)
- ◆ **27 June** (Sunday) *North Lincolnshire Heritage Day (Trolleyday)* (with Free Doncaster Bus Service)
- ◆ **11 July** (Sunday) *Trolleyday*
- ◆ **24 July** (Saturday) *Sandtoft Gathering '99 Preview & 30th Anniversary Celebrations with Evening Running - open 12.00 noon till late*
- ◆ **25 July** (Sunday) *Sandtoft Gathering '99 & 30th Anniversary Celebrations - open 10.00 am - 6.00 pm* (with Free Doncaster Bus Service)
- ◆ **1 August** (Sunday) *Trolleyday*
- ◆ **11 August** (Wednesday) *Special Railway Day open 12.00 noon - 4.00pm only*
- ◆ **15 August** (Sunday) *Trolleyday*
- ◆ **18 August** (Wednesday) *Special Railway Day - open 12.00 noon - 4.00pm only*
- ◆ **29/30 August** (Sunday and Monday) *August Bank Holiday European Weekend* (with Free Doncaster Bus Service on Monday only)
- ◆ **26 September** (Sunday) *Trolleyday*
- ◆ **24 October** (Sunday) *Yorkshire Day - open 11.00am-5.00pm* (with Free Doncaster Bus Service)
- ◆ **11 December** (Sunday) *Santa Special - open 11.00am-5.00pm*
- ◆ **19 December** (Sunday) *Santa Special - open 11.00am-5.00pm*

Please note that:

- 1 At the time of going to press, it was anticipated that the free Doncaster Bus Service will be operated only on the days indicated, departing Doncaster South Bus Station (Stand B2) at 1.30 pm and Doncaster Railway Station (forecourt) at 1.35 pm and returning from Sandtoft at 4.30 pm. Additional services will be provided on 'Gathering '99 day.

- 2 Unless otherwise stated, the Museum will be open 12.00 noon - 5.00pm
- 3 Any of these arrangements may be subject to alteration, and we will provide the latest information in future editions of *Sandtoft Scene*, but just to be sure, we suggest that you check arrangements for a particular event prior to setting out by consulting the Web Site <http://freespace.virgin.net/neil.worthington/sandtoft98.htm> (yes - it should read "sandtoft98") or by calling our regularly updated 24-hour information line on 01724 711391.

Admission Charges:

- Trolleydays:* Adults - £3.50, Children - £1.50 (under 5's Free), Seniors - £2.00 Family (2 Adults and up to 4 Children) - £9.00
- Admission includes Free Car Parking, Free Trolleybus Rides, Free Isle of Axholme Motorbus Tour and *First* Miniature Railway Ride Free
- '*Gathering '99* Adults - £4.50, Children - £2.50 (under 5's Free), Seniors - £2.50
- Admission includes Free Car Parking (off site) with Free Park & Ride Motorbus Service and Free Isle of Axholme Motorbus Tours
- Fares will be charged for all Trolleybus Rides & Miniature Railway Rides

Santa Specials Admission charges to be advised

- Admission includes Free Car Parking, Presents for the Children from Father Christmas with Free Drink and Mince Pie, Free Trolleybus Rides, Unlimited Free Miniature Railway Rides and Free Isle of Axholme Motorbus Tour

The Trolleyshop will be open during all these events for the sale of books, videos, souvenirs etc. and also Hot Drinks including Tea, Kenco coffee and Suchard's Hot Chocolate.

1999 is Sandtoft's 30th Anniversary, indeed quite an achievement for a museum of our size. This is a very important milestone in the museum life and we hope to celebrate it with a number of special competitions and special events on our normal open days. The celebrations will culminate in the *30th Anniversary Weekend*, i.e. the Saturday before Sandtoft Gathering and the Sandtoft Gathering day itself. So far ideas for ways in which we can celebrate the anniversary are still on the drawing board, so if anyone has any suggestions please contact Martin Hulks at 39 Chestnut Avenue, Wheatley Hills, Doncaster, DN2 55R.

It is hoped that details of any special events on Trolleydays and during the *30th Anniversary Weekend* will appear in the next *Sandtoft Scene*.

YOUR HELP PLEASE !!!

All the above events need your assistance to make them a success. We do not want to labour the point, but help of all sorts really is required before, during and after the Museum opening times. Please do not leave it to the few faithfuls to do all the work again.

So, please, get out your diaries, enter the above dates, consult with your family as necessary and plan when you can come to Sandtoft to help us. If you can, please contact Chris Proctor, our Operations Director as far in advance as

possible to tell him when you can assist (Chris can be contacted by writing to the Museum).

☺ IT IS TIME TO GET SANDTOFT BUZZING ☺

THE NEW DEAL LABOUR SCHEME: A brief update from Ken Hulks

As members will be aware this scheme has been in operation at Sandtoft since August and has helped the Museum to carry out a number of work projects, one being to repair and paint the ex-Huddersfield tram shelter and similar work on the two tram bodies. This particular work was all in connection with the Museum winning the Heritage section of the *Dulux* Paint competition. These works are now nearly complete and credit should be given to the members of the *New Deal* team for the excellent work carried out. The presentation of the *Dulux* prize took place on Wednesday 27 January at 11.30 am at the Museum. As purely a publicity event, with a number of newspapers, local radio stations and children from Belton Primary School present, the Museum was closed that day for all other activities.

In future, if members have any problems regarding the operation of the *New Deal* scheme by its staff they should approach the *New Deal* Supervisors who are running the scheme, or Bob Ashton or myself. We have regular progress/management meetings, so it should be possible to resolve any problems quickly.

TRANSPERIENCE: A short description of the run-up to the dispersal auction

by Martin Hulks (with additions by Francis Whitehead)

Not a very happy occasion last year was the auction at Transperience: during August, the Company and the Sandtoft Miniature Railway were officially informed of the auction date (24 September) and were asked whether or not they would be attending and if catalogues would be required. Affirmative replies were subsequently sent off and a couple of days later the catalogues arrived, bearing a photograph of Schaffhausen trolleybus no.207 (not even the property of Transperience and certainly not included in the auction) on the cover! Fortunately there were only around 1100 lots, so there was not much to look through!

The viewing was to be the day before the auction (i.e. Wednesday, 23 September) and also the morning of the auction. It was decided that we would visit and make the most of all the viewing time that we were allowed, so on that Wednesday I dragged myself out of bed very, very early (nearly 7:00 a.m. it was!). I met up with Bob Ashton, as the arrangement was that my father would join Bob and I at Transperience later on, at around 10:30, having first collected the necessary Bankers Reference (arranged for by Financial Director, Alan Platt) from the Company's bank in Doncaster.

Upon arrival at Transperience I couldn't help feeling a sense of sadness that such a well intentioned Museum had passed away. We were actually quite surprised at the lack of people present on the viewing day, taking into account the type of electrical equipment that was involved in the sale. Before we set off for Transperience we had drawn up a schedule of the items in the catalogue that would be useful if we could possibly acquire them for Sandtoft, so our first priority was to locate these items and to check their general condition. Our list varied, and, amongst other things, included anything to do with trolleybuses; high up on the list, though, was the trolleybus driving simulator (a mock-up of a Bradford East Lincs trolleybus cab that, through an electronic and mechanical

system, could be "driven"), which we found, luckily, had been left switched on. We made time for one last play - hey Bob!

The whole of the Transperience complex was opened up and it was jolly interesting to look at the normally closed-off areas such as the stores and office complex. It is difficult to contemplate the number of items that had been collected by the Museum during its shore life. It was particularly interesting to see the exhibition areas bare as most of the displays had been removed and thrown into a skip as they had not been deemed worthy enough to include in the sale.

The Auditorium building was meant to be open for inspection, but according to notice a porter had to be found with an appropriate key, so, to be a nuisance, we had to get in there! We eventually found a porter and were told that we had better be quick as he wanted his dinner. So, we followed his instructions and made our way around as quickly as possible. Unfortunately for the porter, once he had opened up the building several other people saw the open door, and by the time we had finished in the building, it was quite full of other interested parties! We then went to look at some other items of interest and when we returned about an hour later, a very disgruntled, malnourished, porter was still there, propping the wall up - whoops!

Overall the day was very worthwhile: not only had we been able to identify what lots we thought Sandtoft could benefit from and hence what we would like to bid for, but we had gained a number of ideas as to how we could learn from Transperience's operating procedures and practices.

We returned to Sandtoft where, that evening, we met Francis Whitehead (who, with myself, Bob Ashton and Rob Cleary, was to attend the auction on the Company's behalf) to discuss the lots that were of interest. Together, we put a value on each of the relevant items and planned our strategy for the following day before eventually retiring for the night. I had another early start to look forward to as we needed to register with the auctioneers at Transperience and be in time to bid for Lot 1 the following day.

In the next part of our Transperience saga, we will be telling you about the sale, and the fun and adventure involved in getting the stuff to Sandtoft!

MUSEUM REPORT (from Bob Ashton and Martin Hulks)

Ritz Theatre

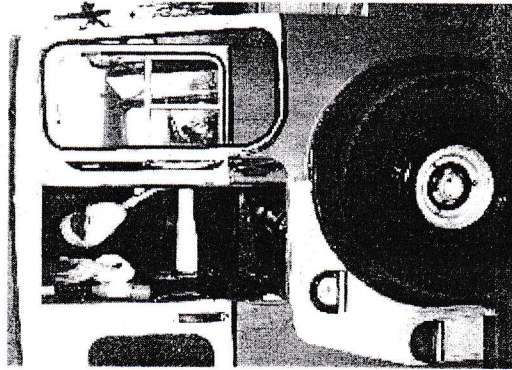
Throughout 1997 it was noted that the Ritz Theatre continued to be an important part of our visitor appeal, especially on several occasions when we were able to offer the public the chance to experience a black & white film in a real setting, complete with organ accompaniment! The organ has once again had its annual check over, this time after a growing noise was noted coming from the speaker responsible for the sound coming from the great manual keyboard. The problem was rectified and since then (touch wood) there have been no problems. Once again it is hoped that the organ can be played on the majority of open days, as last year, when it put in sterling service and was played on 15 of the 21 open days - not bad for a 29 year-old organ!

It has to be said that the Ritz is truly the most versatile building at Sandtoft, and the Santa Day proved no exception: the former "home cinema" display was disassembled in late October in order for grotto construction to begin, and indeed it did begin, by mid-November, when the first domestic tin foil, sorry, magic silver grotto dust, was applied to the walls. The grotto itself was completed by early

December and the next move was to begin decorating the rest of the Ritz, after of course the customary visit to the cash and carry store to acquire the decorations. So, one Friday my mother and I set about turning the Ritz into a veritable Christmas Wonderland and I must say when we had finished it did look rather good! On the actual Santa Day the Ritz provided a warm environment for visitors to receive a mince pie and a drink, as well as watch an appropriately seasonal slide show accompanied by appropriately seasonal music!

Over the winter period new displays are to be made for the Ritz: these displays will include items covering the beginnings of cinema, the British film giants e.g. Rank, the cinema organ, the birth of super-cinemas, the decline of the cinema and other features of Britain's unique contribution to the global film market. If time allows, it may be possible to say that there may even be a new slide show to reflect our 30th anniversary year: as well as this new slide show 1999 will hopefully see the return of "The History of Public Transport" as well as several new additions to our present slide shows. 1998 did see a severe decline in the number of slide shows that were actually shown in the Ritz: this was mainly due to staff shortages, especially on busy weekends such as the *European Weekend*. We hope to rectify this problem by working out rosters for staff running the Ritz.

MH



Left: Sunday, 20 December 1998, and Father Christmas is at the wheel of Bradford trolleybus no.834. He may be a Very Important Person, but none of the reports received by the editor (who, for reasons best known only to him, was not there to check) indicate whether he has a current STCL Trolley Vehicle Driving Permit - Father Christmas, to our knowledge, was last at Sandtoft in 1991 so any permit would have lapsed.

Photo: Bob Ashton

Exhibits

1999 will see the start of a task to document our collection of exhibits and donated items. This is to be in the form of detailed descriptions of all our exhibits and donated items and will thus be a comprehensive catalogue of our entire collection. As can be imagined this will be quite a mammoth task and one that will need careful consideration before we actually begin. Watch this space!

MH

Sandtoft Miniature Railway

Yorkshire Day. For what was the first time in as long as anyone can remember, there was warm sunshine and blue skies for this event. Many members asked where was the true Yorkshire autumn weather - rain, fog and every thing else that usually comes tumbling down from the Pennines some 30 miles as the crow flies. Last year it was difficult to see the Museum's robin let alone a crow flying off to

Winter 1999

check the number of remaining trolleybus traction poles in Bradford. The unseasonal weather however enabled the public to enjoy a very pleasant afternoon at Sandtoft. Not only was the good weather a bonus for the visitors riding around the railway circuit on the open carriages, but David Croft returned for a second visit in 1998 with his steam locomotive "Breakheart". For the children a ride behind both the red and blue steam engine was a must. We have also been pleasantly surprised as to how many children want to have a ride behind an electric engine. Once again the *Yorkshire Day* event organised by Ian Jones of the Doncaster Omnibus & Light Railway Society had been a great success. Members from the SMR were pleased to support the event by operating the railway for this event and helping with the other attractions.

Santa Day on the railway The day began at 8.30am preparing the rolling stock for the day's operations. The electric train went out on the frost-covered track for the first of the test procedures, including the two forms that have to be filled in by the driver which gives a written check list on the track, signalling etc. The sun started to rise in the east above a line of clouds that were giving a snowfall effect over parts of the east coast and as far inland as Scunthorpe. Once the sun had gained height it was soon to be blue skies and sunshine again as with the *Yorkshire Day* event, but the temperature during the day for the Santa Special was never going to get much above freezing point. However the visitors still enjoyed themselves, riding on the trolleybus, the bus simulators and the highlight of the day - seeing Father Christmas! The railway service which was not scheduled to start until 11.30am, commenced at 10.55am as the early queues for train rides started to build up very quickly, prior to the official arrival of Father Christmas. Dave Shepherd (sorry, Father Christmas - a mistake I made several times on the day!) arrived by Ken's Eastbourne motorbus. The queue of children eagerly awaited him to take up residence in his Grotto in the warmth of the Ritz Lecture Theatre. It was not to be too long before the children were back out with their presents, orange drink and mince pie to have yet more rides on the railway. The steam engine and later the electric locomotive were kept very busy all day with parents and their children taking at least up to three or more rides on the train during the day. The special *Santa Day* ticket not only included all trolleybus rides, but unlimited rides on the railway. As the sun set on the horizon behind the trees to the south of the Museum site, darkness descended fairly quickly at about 4.00 pm. As with the trolleybus operation, the railway operated not only through to twilight, but on into total darkness. Not quite in total darkness though, as extra floodlighting had been provided at the entrance to the car park and the pedestrian entrance next to the Sandtoft Central Station Ticket Office adding to the Museum's normal street lighting standards and fittings. All the signalling circuits were operating properly, whilst front and rear lights were provided on both of the trains. I seem to recall the last visitors leaving the Museum at about 5.45pm. It had been a very enjoyable, but a very, very tiring and long day for all of the SMR and STCL members who had contributed to make this, a trial return of the Santa event, such a success. Pat and myself were so tired and exhausted as we left the Museum at about 7.40pm, after switching everything off, locking up and dismantling the attractions etc., that we forgot to sign out in the members' signing in/out book. However this crime had been spotted by some good Samaritan and two question marks had been entered in the signing out column for my return the following day. For the first time the steam engine's boiler tubes had been left to be cleaned out the following day, so this was amongst the many tasks that were tackled by myself and the *New Deal* team on the Monday to continue the clearing

up. The seven litter bins obtained from Transperence had served us well for a second time, especially those placed next to the mobile catering stall, and were duly emptied and put back into storage.

New Year's Eve 1998 and New Year's Day 1999 At the very last minute and with improving weather conditions after 8.00 pm, it was decided to operate a train using the electric locomotive through the magic hour of midnight. Although there were only four members on the train, one of the distant members in Kent, using the wonderful(?) technology of the mobile phone, brought in the New Year with a train journey. The following day, regardless of the weather it had been decided to operate the "First Steam Train of 1999" at 2.00 pm. Again, the weather could not be faulted and with a good turn out of members, a three-coach train was made up. With suitable light refreshments the members enjoyed a very entertaining afternoon. The operation of the "Last Train of 1998" and the "First Steam Train of 1999" has given us a good insight to the possibilities for the Millennium Celebrations that could be held on 31December 1999 and 1 January 2000.

SMR Steam Specials Wednesdays August 11th & 18th 1999 It has been agreed that these events should be altered so that the first of the two open days would be brought forward by a week in 1999. This will be the third year these successful events have been held to raise money to help renew the railway track which is in need of replacement. Fund raising has now reached a stage where about one third of the rail could be purchased. Without this new track, Sandtoft will very shortly be minus an operational miniature railway. Special thanks must go to the support of Ken Hulks, Mick Leak (for the loan and operation of Bradford Trolleybus no.746), Rob Cleary (STCL Trolleybus Traffic Manager) Phil Godber and the Doncaster Omnibus & Light Railway for their support for the 1998 August Railway Special days.

SMR Annual General Meeting on the 29th November 1998 This meeting went through the normal formalities of the re-election of officers for the management and committee positions. The future of the railway was discussed as was more draft documentation for a revised Rule Book and the setting up of a Draft Constitution. A further meeting is to take place in February to discuss the operation of the railway in 1999.

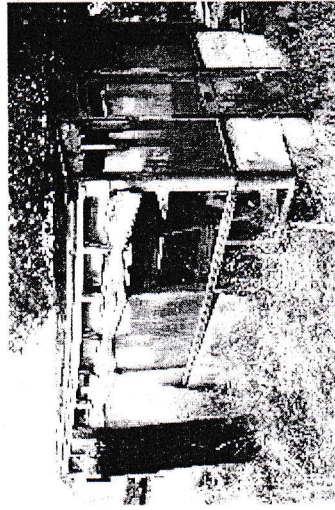
Thorne Park Railway Construction of a new miniature railway is now well under way at Thorne Park some 4 miles from Sandtoft. It is a ground level track of both 5" and 7 1/4" gauge. The first half of the track laid at Sandtoft between 1983-5 was also a dual gauge layout. Two of the concrete crossings at Sandtoft still show the traces of this arrangement today. The first phase of the construction will see a circuit size very similar to the layout to that of Sandtoft. A former Parks Department building will be used as a railway shed. It will be interesting to see how this new railway progresses. One item of rolling stock which was on loan to the SMR has now been transferred to Thorne for use on this new railway. Later this year, perhaps if time permits, the locomotives so familiar to Sandtoft will be seen operating next to the lake in the beautiful surroundings of Thorne Park *RNA*

Sheffield Trambody 320

After the Museum's successful rescue bid in 1984 of three tram car bodies from Susworth by STCL members and the Scunthorpe Community Industry team, we were advised of another former tramcar body which was of no use to the new owners of a farm at Messingham near Scunthorpe. Unlike the tram bodies that we were able to save in 1984, this one had seen the ravages of the weather

for another 14 years. The roof was collapsing, only being supported by some shelving racks and a tree was gradually lifting the body up at one side. Rachel Fox (a railway member) and myself went to have a look at 320 towards the end of September. Photographs were taken of 320 for the first time. It was during this visit that we were first able to establish its number. 320 had originally entered service at Newcastle in 1901 as an A class tram and numbered 119. On this visit we managed to salvage a 1960's lady's bicycle, a metal dustbin, vintage bottles, old oil cans and various other bits and pieces which can often raise more than just a few pounds at antique auctions.

During the Second World War a large number of trams were damaged at Sheffield, so to make up for these losses Sheffield purchased second-hand trams from several systems including 14 trams from Newcastle in 1941. The original Hurst Nelson bodywork was rebuilt by Sheffield Corporation to include covered-in platforms and top deck fronts. In spite of this and various other improvements these trams were not popular with passengers or the crews. When the Sheffield to Rotherham tram route was converted to motorbus operation, nine of the ex-Newcastle trams, including 320, were withdrawn on 15 March 1950. Judging by how many of these were to survive as greenhouses and sheds in the Lincolnshire area, it must be presumed that most of the nine were scrapped, with the lower deck sections being sold off as greenhouses, hen runs, sheds etc. For 42 years this part of 320 resided at the farm at Messingham.



Left: The frail state of the structure of ex-Sheffield tramcar 320 is obvious in this September 1998 view. The other side was in slightly better condition, but still too fragile to recover.

Photo: Bob Ashton

On 5 October a visit was made with Terry Everett, the *New Deal* Supervisor, to see if we could save the tram body using the same techniques that had been carried out in 1984 with Sheffield 442, and 419, now residing at Sandtoft. Soon, further inspection revealed severe decay to the roof, sides and, sadly and most importantly, the floor and the framework had completely rotted away. Any hope of a rescue bid to save the tram body as a whole was impossible. Our only hope was to save at least one side and maybe an end. We obtained permission for a rescue bid to save what we could (if anything) on 19 October. With a team of two *New Deal* lads a start was made to remove one side, but very quickly the roof became unstable, so our only hope was to save as much glass, light fittings, roof vents and other bits and pieces as possible. Whatever we were able to recover was a race against time, a JCB was waiting a few yards away to level the ground and the tram body to make an access road to a new building plot. Once we had removed all we could the JCB flattened the remainder of the tram just before 2.00 pm. Sorry Sheffield

Sandtoft Scene

320 (or Newcastle 119), we did our best; you almost reached your 100th birthday. We loaded in the trailer the items saved and made our journey back to Sandtoft passing what may be the last of the Newcastle trams to survive (number unknown by myself) on the side of the River Trent at Susworth. Photographs of the remains of 320 in the trailer and the remaining surviving tram were taken. For a brief moment in time, after some 40 years, the two trams (even as little might remain) were back together again. Once back at Sandtoft the remains were laid out and photographed for archival purposes and then put into storage. Perhaps one day a replica side and end doorway might be made from the parts we have saved.

Sandtoft Call Box

The troubles being experienced using the phone has become a major problem. Very few coins now register in the coin sensing mechanism. The new 50p and £2 coins cannot be programmed to register. Once we are into the new financial year a new payphone is to be purchased.

A correction to be added onto what I wrote in the last *Sandtoft Scene* about the problems with this telephone: please do not call out BT until we have established if any faults are on our own equipment and wiring. Failure to do this will result in a charge from BT if the fault is not on the BT network. *RNA*

The Gardens and Wildlife

After a an extended season of grass cutting due to the unusually mild autumn, the grass cutting came to an end in mid-November. Then it was time to clear up the fallen leaves which had started to pile up like snow drifts. So once again the sound of the Museum's tractor lawn mower was to be heard as Gary of the *New Deal* team went around parts of the larger grass areas using the lawn mower's sweeping brush attachment.

The *New Deal* team have now built a compost heap using wood from the former Belton Youth Club. The wood from the former Belton Youth Club dismantled by STCL members some years ago, has certainly been very useful, even though we were thwarted by the former Boothferry Borough Council from re-erecting the building in part. The wood has also been very useful for the staging area in the reconstruction in the Axholme Stores of the trolleybus and motorbus simulators from Transperience, and even Rotherham 74 is benefiting presently from some wood from the former youth club.

Due to the efforts to reassemble the bus simulators, the pruning of the trees and bushes etc. in the gardens were shelved. On New Year's Eve morning a start was made by Pat: this has included the topping out of some of the young conifers. About forty conifers were purchased in 1996, these being left in yoghurt pots at that time. After a few years these are reaching a height where they will need transplanting or height control. Most were planted out alongside the railway track in nursery areas, so that they would eventually act as a wind brake alongside part of the (present) very cold and windy north east end of the Museum site.

The first spring bulbs are now starting to show through, however we must not assume that this winter is going to lack snow as last year. Already there have been a few frozen water pipes and days when the ground has remained frozen all day. We are noticing that some of the larger trees near Sandtoft are the battle ground for the crows (those not flying to Bradford) as they fight over the

Winter 1999

tree top nests. The visiting Field Fares are not appearing in their usual winter numbers: as a result most of the red berries are still to be seen on the Hawthorn hedges. However the Museum site is being regularly visited again by groups of long tailed tits who spend a couple of hours going through the silver birch trees on the Museum site in search for grubs and smaller insects. Two robins can now often be heard giving very a tuneful and competitive chorus at dusk. Even the thrushes and blackbirds are well tuned up for their early spring chorus. RNA

Axholme Stores (Working Towards The Santa Special Day).

We were not exactly sure whether the bus simulators obtained from Transperience would be operational in time for the Santa event. After such an excellent start by STCL team to dismantle the simulators at Transperience, and their transportation to Sandtoft, their reconstruction in the Axholme Stores was to dramatically slow down in mid-October and November, due to illness and other circumstances beyond our control. A rescue programme was initiated to try and at least complete the trolleybus simulator for the Santa event, leaving the motorbus to be completed in time for Easter. Work to prepare the railway and the rolling stock for the Santa event was shelved for the last week 14 - 19 December. So with help from the *New Deal* team work progressed steadily on the trolleybus simulator. Since obtaining the simulators the complicated electronic control and sound units (for the motorbus) were checked on a regular basis, after being first successfully tested in the Axholme Stores at 12.30 am (trolleybus) and 10.30 am on 11 October (motorbus).

By late October it became apparent that once the steps, the permanent visitor access floor and the extension to the trolleybus roof had been completed, work could be started to complete the motorbus cab. However there was still a Santa's Grotto to start in the *Ritz* Lecture Theatre: work on this commenced on 25 November, the work being completed on 30 November.

Back into the Axholme Stores again as more lengths of wood and MDF were cut and shaped, as alterations to the motorbus gathered pace. It was becoming a constant battle to keep the work area tidy and somewhat more difficult to see the project ready in time for the Santa event. The Santa Special advertising, editorials etc. were now taking time up, as a start was made on these on 7 December. By late afternoon on 9 December this task was completed. Now there were only ten days to the Santa event. The working week on the railway was cancelled as further coats of paint were applied to both simulators. On 11 December a start to narrow down the lawn mower display in front of the simulators was made. All of the remaining Axholme Stores windows were also trimmed with Christmas decorations. On 12 December the last coat of blue paint was applied to the trolleybus simulator. The completion of the motorbus simulator, something that at one stage seemed as though we would not be able to achieve, was a rewarding bonus. On 17 December, with the guidance and enthusiasm from Terry Everett and three of his *New Deal* lads the construction debris was put behind a temporary partition at the end of the showcases, a partition was then constructed using the portable table tops and then being suitably decorated with Christmas trimmings. Friday, and only two full days remaining, saw Pat with help from the *New Deal* lads set about the final task to dust and polish the Simulators, including the cleaning of the bus windows. My computer was again very busy now preparing all the notices for the site and for the simulators. Via the computer I have now corrected the instructions for the controls on the trolleybus simulator, now to read that the accelerator pedal is the left pedal! One last coat of paint to the safety rail for the steps up to the trolleybus

simulator. Two of the new tables from Transperience were cleaned and set out, and twelve plastic seats formerly used in the Lecture Theatre were put in place. We were now ready at the eleventh hour! The two Axholme Stores doors were unlocked at 10.00 am on the day of the Santa Special event and it was not long before the simulators were being well used. At times during the day, there were groups of children with their parents queuing to use them. I can see that there will be a need for a timer or ticketing system to be installed similar to the fresh meat and cheese counter at Tesco's supermarket!

Amongst the many tasks to wind things down after the event, the two simulators were tested and switched off. Now to fit the indicators, headlamps, bells, overhead dewirement indicator

A special thanks must go to Rob Cleary, Rachel Fox, Phil Godber, Dave Shepherd, Ken Hulks, Jim Sambrooks, Pat, members from the Keightley Bus Museum (who helped us to lift the heavy metal bases etc. out of the Transperience building) and the *New Deal* team (I hope they will excuse me if I do not include all of their names), Francis Whitehead (for putting in the bids at the auction) and finally, Alan Platt (for the necessary financial arrangements with the auctioneers for us to be a buyer and the processing of the many invoices he has received since, towards the material costs to reassemble them). RNA

Publicity

At last a slightly quieter spell for me after a very hectic time booking the advertisements for the *Yorkshire Day* event and the first Santa Special since 1991, and forwarding editorial and news releases to the papers and local radio stations. I have been very pleased with the press releases and coverage by their photographers. We ended the 1998 season with an excellent half page coverage of Santa Special event in the *Doncaster Star* the following day. I am told I may have a budget similar to 1998 for the 1999 season, so I am afraid any grandeur ideas of glossy colourful 3 fold leaflets for 1999 are shelved: this will have to remain just an idea on the computer artwork file for the time being. However the 3-fold "How to Get There" leaflet can still go ahead. Last year we produced about 200 of these, which are particularly useful for visitor letter enquiries. I am trying to see if we can obtain some financial support from two local hotels which will be given in the "Where to Stay" list. At the present moment the number of leaflets and posters for 1999 are very few and limited in numbers in the Museum's Tourist Information tram body next to the signing in books. However we shall soon be seeking to have a 15,000 production at a printers in Doncaster, so once this supply arrives the stock for members to distribute will be put in place.

Bring back the car sticker! This we shall do, already at least three members including myself sport STCL car stickers. Hopefully more of these will be appearing in the STCL publicity section of the tram body, so, please, would members take one of these to display in their cars, vans etc.

I am pleased to say that the STCL Web site information, kindly provided by DO&LRS member Neil Worthington has been updated. Information was recently obtained about the 1998 Santa Special from the Web site by Pat's sister who lives in America. So we are definitely global!

I hope that we are able to put out some exciting (positive) editorials to the press and other news media in 1999. However we still need to reach out to enthusiast publications such as *Classic Bus*, *Preserved Bus* etc. Perhaps that is the challenge not only for myself, but some of the STCL members who have

contributed articles and news about the Black Country Museum, East Anglia Transport Museum and certain buses that have been restored at Sandtoft etc. to help promote Sandtoft.

On behalf of your publicity department - that includes some of the STCL members who have helped so much to keep the publicity machine rolling and items of news coming in - we would like to wish all of the members of the Sandtoft Transport Centre a Happy New Year. Congratulations to all those who since 1969 have committed so much of their voluntary time to enable the Museum to reach its 30th Anniversary in 1999. More about our 30th Anniversary Celebrations in the next *Sandtoft Scene*. RNA

MINIATURE RAILWAY AND ITS 1999 OPEN DAYS

As advised on page 11, there will be two special Wednesday open days organised by Sandtoft Miniature Railway during August - Wednesdays 11 and 18 August 1999. Similar events in 1997 and 1998 were very successful, and are intended, amongst other things, to be events to raise funds to renew the track on the miniature railway, as the track is fast becoming worn out (the price of success, no doubt!).

Somehow, word has gone around the Museum that the Board were refusing to allow SMR the use of a trolleybus on their open days this year and, indeed, the Editor has received a letter from SMR's secretary, Don Turner, on this subject.

In actual fact, the Board have never made such a decision and are quite happy for trolleybuses to operate as normal on these days. What the board has discussed is the principle that such events - as with DO&LRS's *Yorkshire Day* and the BTS's occasional operating days - should also provide an income to the Museum to meet its general operating costs for those days and to enable the Museum facilities to be improved further.

It is in the interests of the Museum that trolleybuses operate as often as possible for the benefit of visitors: one only has to look at the Museum's Vision Statement on page 2 to see that that is implied, as we strive to "... entertain ... and give excellent value ... to our visitors". Conversely, (and fitting in with that same part of our Vision Statement) the miniature railway is regarded as an integral part of the Sandtoft Transport Centre: hence the SMR is given every opportunity to participate in the Museum's events and to organise its own fund-raising activities - e.g. these August Wednesdays - in order to maintain and improve what is an admirable Museum facility that is expensive in terms of materials and equipment, and which requires much labour and care to operate it safely.

The Board will be inviting representatives of SMR to their next meeting to discuss and develop all sorts of matters regarding the railway. There will be a full agenda, but nevertheless, if anyone would like any particular point or suggestion to be put forward, please let me know as soon as possible.

Francis Whitehead, Chairman.

EUROPEAN WEEKEND 1999

It has been agreed that we should build on the success of the 1998 European Weekend and repeat the event in 1999; once again it will take place over the August Bank Holiday Weekend. We started last year with a relatively simple formula, and the hope is that 1999's event will attract some visiting "foreign" vehicles. If you have any ideas, or would like to join in and help with the organisation (and, of course, the "doing" that weekend - there is bound to be a lot of that!), please contact Graham Bibbé, whose address is 12, Belle Avenue, Reading, Berkshire, RG6 2BL.

SANDTOFT GATHERING '99 - Rally Entries

Entry forms for the 'Gathering '99 rally are now available from Ken Hulks at 39 Chestnut Avenue, Wheatley Hills, Doncaster, DN2 55R. Ken also has available booking forms for flea market stall holders. Let us make this year's 'Gathering - during our 30th Anniversary Year - the best yet, both from the enjoyment and the commercial point of view.

❖❖ IT IS TIME TO GET SANDTOFT BUZZING ❖❖

SANDTOFT GATHERING '98 - Main prize winners

Pressure of space in the last *Sandtoft Scene* precluded the inclusion of details of prize winners at 'Gathering '98. For the record, the following main awards were made:

Overall Concours Winner:

MTJ 84, a 1951 Guy with Roe bodywork, owned by Mr. S. M. Torres.

Sandtoft Transport Centre Award for the Best Trolleybus in Service:

Nottingham no.506 (KTV 506), owned by Bernice and David Needham

The Hulks Award for the Best Bus on a Sandtoft Gathering Service:

R 442 THL, a Dennis Dart with East Lancs Spryte bodywork, owned by Yorkshire Traction.

The Dare Progress Cup (for the project that has made the most progress at the Museum during the year)

WSY 631, the Nuffield Tractor looked after by Allison and Ian Wilson

Well done to these, and to all the other winners: May the high standards seen in recent years continue during the 1999 season and into the next century.

THOUGHTS ON THE MILLENNIUM AND BEYOND (from Dave Shepherd)

As we begin the final year of this millennium, I have taken time to sit back and reflect on the year that has passed and events that have a bearing on Sandtoft's future.

Whilst I was on holiday last summer I stayed at the Northern Shire Horse Centre, near Beverley. During our stay the centre had a steady stream of visitors; there were pony rides, tame farm animals that would feed from your hand, peacocks and chickens strutting around, a little shop and café serving tea and scones. The visitors' book showed visitors from all over the world. There were hundreds of both farm and household implements from the age of the horse, beautifully presented in the converted barns and hay loft. The horses: they were lovely and gentle despite their great size. And it all closed down; everything was to be sold by auction at the end of September. The old ploughs and feed choppers - where did they end up? An ornament in someone's garden perhaps? And what about those good-natured horses, once the toast of shows the length and breadth of the country? What become of them? Unless someone was willing to pay more than the pet food price there is a very real chance that that was their fate.

Transperience, once destined to be the flagship of the preserved public transport world has now also gone under the auctioneers hammer. Most of the buses have been saved in a very brave rescue bid, but what of the other vehicles? Many were stood around looking very forlorn when I went to Transperience to help collect Sandtoft's share of the pickings; what is to be their fate? If there is insufficient interest from an already stretched preservation movement, perhaps they may even be broken up to make tin cans to put the unwanted horses in.

Regardless of whether we like it or not, these are just two of many instances the length and breadth of the country, where museums with potentially a lot going for them have closed to the public. I do not wish to go into the rights and wrongs of any particular closure, this is not the point I am trying to make: privately run museums like ours all over the country are closing. The reasons for each closure is probably different. The future of our vehicles is in our hands. If the future generations (not yet born) are to be able to experience and enjoy vintage motorbuses and trolleybuses we must ensure that Sandtoft is not one of the closures.

Already the number of August open days for the 1999 season has been reduced. We need to take every opportunity to get members of the public through our gate and have them riding on our vehicles. The formula is simple, less open days, equals less revenue from outside sources; it also equals less potential new members which equals higher membership charges and even higher storage charges, equals less money to restore and improve vehicles and less money to improve visitor attractions, equals less revenue from outside sources. So the spiral decreases ever lower until Sandtoft, like those many other museums, closes. Then the receiver comes in, kicks out the privately owned vehicles and sells off the Museum's assets to the highest bidder.

To arrest this downward spiral I, Personally, believe we, as members, need to take on board several changes which we may not find particularly pleasant.

Firstly individual commitment: our enthusiasm for our hobby will rub off onto others. Sandtoft needs members who have Sandtoft written all the way through them just like a stick of rock. Divided loyalties means just that: no individual organisation can rely on your total commitment and support. The resources you have available to give, both financial and in personal commitment, are divided such that the sum of the individual distributed parts will always be less than the sum of the whole. Simple human nature decrees that comparisons will always be made between the different organisations supported, leading to a decrease in the personal morale, and as a direct consequence, lower personal effectiveness. These comparisons are then broadcast firstly to individuals - thus affecting their personal commitment and morale, then into the public domain - in special interest publications, which then affects vital outside support and funding. Thus the destructive spiral takes another downwards turn.

Secondly don't spread yourself too thinly: we are in truth only the custodians of these vehicles for future generations. It is soul-destroying to see vehicles which came into the preservation movement in ex-service condition now lying dead in the back of the shed or falling apart on rammel corner. Regrettably there are also vehicles at Sandtoft which have not seen any significant work for a good many years. To remedy this may I be so bold as to suggest that individuals or societies who find themselves continually and severely overstretched, start looking to find new owners or custodians for some of their vehicles. The reason I suggest this is three-fold: firstly it will bring new blood into the preservation movement, secondly it releases vital funds back to concentrate on any other vehicles they own and thirdly, the input needed to rectify the effects of neglect increases drastically the longer a vehicle is left without any remedial work. In recent years some neglected trolleybuses have been broken up; it would be a tragedy to lose any more.

Thirdly, commitment to public operations: opening to the public as a museum and an educational charity brings in vital external funding, not just in terms of

hard cash taken as gate admission charges and donations, but also indirectly as cash grants and rebates on goods and services for which Sandtoft has to pay.

Just think, the youngest possible age for trolleybus crew who worked in service is now the mid-forties; even former passengers would still be thirty-something. When I was a child we thought we had the height of luxury if we got a Leyland Atlantean or a Daimler Fleetline for our journey. Now try turning up for today's children with one as their school bus and listen to the comments: they have never experienced the dubious pleasure of a PD1, a Guy Arab or the like in service on a cold winter's day.

We have to educate today's generation to enable them to fill our shoes when we have gone to that great bus depot in the sky. To do this, we need to open to the public and cultivate those who show an interest. They won't stay if we treat them as our servants, to just do the jobs we don't want to do, whilst we continue to relive the glorious heyday of public transport. Our generation can remember these vehicles working on Britain's streets and have rescued a small number of them for the future. We must now educate the people of the future, to appreciate them so they will take over where we leave off, otherwise our efforts will have been in vain.

Finally standards: Sandtoft, quite properly, sets high standards for vehicles it uses in museum service, and quite rightly so. Page 118 of *Trolleybus* for August 1998 makes light of two potentially serious incidents at the Black Country Museum. I quote: "The other popular visitor, Maidstone 56, ran into trouble literally. Whilst standing at the loading stop the handbrake slipped off and away she went on her own into a traction pole near the top of the hill, damaging the front lower panels, towing hatch and framework plus the beading above the windscreen. Fortunately no glass suffered. Prompt attention by Keith Bodley and his men enabled it to be returned virtually unmarked to service for the last weekend."

Accidents don't just happen! A ten ton vehicle rolling out of control in a public place is a very serious incident. Vehicle handbrakes don't just slip off as the report implies - either the handbrake was not working efficiently or it has a defect in the linkage: in either case the vehicle should not have been in service (it is worth noting that 56 did not have a Sandtoft operating certificate when it left Sandtoft for its short stay at Dudley). Alternatively the driver did not set the handbrake correctly and also failed to chock the vehicle before leaving it unattended on a hill - in which case the site's operating procedures may be at fault. When this is coupled up with 1201's piece of horticultural motoring detailed in the same article, you can see why I have been so keen to ensure Sandtoft has proper operating procedures in place as soon as possible. As a side issue I have also had the opportunity to see the repair work that has been carried out on Maidstone 56 following that incident and I am not impressed: personally, I feel the normally high visual standard of this vehicle has been compromised.

I believe Sandtoft must continue to set and maintain high standards for vehicles on its Museum site: a trolleybus in the wrong hands is potentially lethal. Equally, the number of vehicles we can justify to our visitors being on display in poor condition falls with each passing year.

Sandtoft's future is in our hands. Our external costs will continue to rise regardless. We must make the right decisions in order to meet the ever increasing costs. We have a choice: we either increase our external funding by

improved gate receipts and donations, or make up the deficit from our own pockets in higher membership charges and storage fees. Visitors will only continue to come if we give them value for their money. That means we must continue to improve the attractions we have to offer them.

Likewise mundane jobs needed to run the Museum are currently done by only a small percentage of members. Several of them are becoming overstretched by the constant commitment. Unless other members are willing to take on a share of the workload, paid staff may need to be recruited for some key tasks such as cutting the grass, cleaning the toilets and putting the vehicles away after a running day. The very welcome input to the Museum made by the *New Deal* team is making big inroads into projects which would take us years to achieve using a volunteer workforce and should be seen as a bonus not an excuse to leave it to somebody else.



VIDEO REVIEW

The Sandtoft Experience

Many of you who have visited Sandtoft during the 1998 season may have been intrigued by a strange person struggling around the Museum carrying a video camera the size of a small suitcase. All is now revealed with the release of *The Sandtoft Experience*.

This new trolleybus video gives members a visitor's-eye view of Trolleydays at Sandtoft and also features the miniature railway. Also more importantly it gives visitors a look at what goes on behind the scenes to ensure their day at Sandtoft runs without a hitch. The video takes a brief look at the history of Sandtoft and includes interviews with some of our long serving members. Footage of *Sandtoft Gathering '98* and the *European Weekend* are included. Also it gives a chance to see some of the rarely-used vehicles in action.

Throughout its 55 minutes, this video is of a very high quality and is very well presented. The perfect tonic for Sandtoft withdrawal symptoms over the cold winter months.

Available from Sandtoft's sales department at £12.99 plus £2.00 post and packing if sent by mail order.

DAS

SANDTOFT SCENE

We apologise for the very late arrival of this edition of *Sandtoft Scene*, originally scheduled for posting by 10 January. The delay was caused by a combination of various illnesses, late arrivals of contributions and pressures of work.

Contributions for future editions are invited and are always welcome, but please get items to the Editor in good time to help him keep you all in touch with what is going on or projected.

	<u>Contributions to Editor by</u>	<u>"Latest posting" date</u>
Spring 1999	<u>7 March 1999</u>	4 April 1999
Summer 1999	<u>5 June 1999</u>	3 July 1999
Autumn 1999	<u>4 September 1999</u>	2 October 1999
Winter 2000	<u>4 December 1999</u>	10 January 2000
Spring 2000	<u>4 March 2000</u>	3 April 2000

So, items for the next edition are wanted **very soon**. It is your journal, so please make David a happy chappy and send him something for publication ASAP.