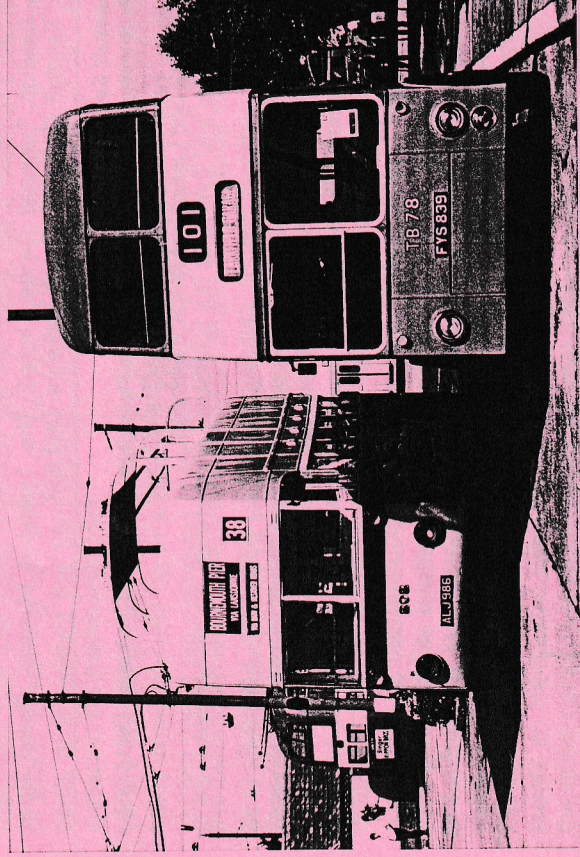


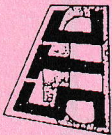
SANDTOFT SCENE

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THE JOURNAL OF
SANDTOFT TRANSPORT CENTRE LIMITED



Sandtoft Transport Centre Limited

A Company Limited by Guarantee

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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.

We reserve the right to alter or amend text to suit the style of Sandtoft Scene or the content of a particular edition. The content of individual items and articles 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.

COVER PICTURE:

Bournemouth open-topper no.202 (complete with destination display) stands next to a resplendent Glasgow no. TB78 in Sandtoft Square on 'Gathering 2000' day, 30 July. Regrettably, neither vehicle ran in service that day because of brake problems - see stories inside.

Photo: M.J. Russell

Our Vision Statement:

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

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:

I receive several letters from members each year concerning either non-arrival of Sandtoft Scene or the absence of membership cards which should have been included in the Spring or Summer mailing. Regrettably other than passing on the letter to the Membership Secretary there is little I can do to assist these members. My task with Sandtoft Scene comes to an end when I forward the final draft of all the articles and photographs that are to be included in each issue for layout and printing. The mailing labels for Sandtoft Scene are drawn direct from the membership records and are sent to those hard working individuals who give up hours of their free time to put the required number of copies in the envelopes, attach the labels and stamps and post them. The membership cards for those joining Sandtoft "direct" are produced against the same listing system and are sent to the mailing team for inclusion in the next available posting (if a SAE has accompanied the renewal, the cards are sent out immediately following receipt of the subscription and entering on the records). Members who join via one of the Contributing Societies should receive their cards from the relevant society membership officer. Distribution of Sandtoft Scene is a mammoth task and some mistakes are inevitable, but a member's first line of action concerning non arrival of Sandtoft Scene or missing membership cards is to contact the Membership Secretary to check their details are correct in the membership list.

Where do all the old buses go when they have finished their useful lives? Many obviously end up in a beaker's yard but it is the novel and unusual second lives I am interested in for the pages of Sandtoft Scene. Visitors to the Saturday market at Penrith will find a London Routemaster now serving as a fish and chip shop. Likewise, visitors to the Sunday market at Skirlington, near Hornsea can enjoy ice cream form a rather different type of ice cream parlour (sorry I was not able to identify this vehicle) however a sight which met me in Cleethorpes was what has really prompted these thoughts - the strangest vehicle I had seen in a long time came into the coach park; it was quite obviously the last mortal remains of a low-bridge, Northern Counties bodied, Daimler Fleetline, but it looked for all the world like a huge radio cassette player ! It is actually billed as "the eleven ton radio cassette" and has been converted into a mobile sound stage (on the top deck when the cover is pulled back) complete with its own light show. It boasts an impressive 12kw sound output and is capable of performing on the move using its bank of on-board generators, those of you with access to the internet can view it on www.monsterbox.co.uk.

Dave Shepherd

ANNUAL GENERAL MEETING 2000

This take place at Sandtoft on Saturday 25 November 2000 commencing at 2.30 p.m. The formal notice convening this meeting accompanies this edition of Sandtoft Scene (by law, adult members only are permitted to take part in this meeting).As in previous years, once the formal business of the

AGM has been completed, there will be an Open Forum for members (including juniors) to discuss matters: the Board of Directors have a small number of topics they would like to explore with the membership, so come and have your say.

THE www.sandtoft.org.uk WEBSITE

Our website has been improved and enlarged recently (it is an ongoing task) and now shows the 2001 open day dates, with details of what is on offer on each day. The three Contributing Societies each now have a page or a link to their own site, whilst the website itself is being linked to by an ever increasing number of external sites, many in the tourism and museum sectors.

Aiden Proctor, who is managing the site for us, would be pleased to hear from anyone who has suggestions as to what else should be included, or what improvements could be made. Contact Aiden either by writing to him at the Museum address or by email at enquiries@sandtoft.org.uk. As stated last time, it is the intention of the Board for the website to continually improve and kept up to date. We want our website to be interesting, informative and, above all, authoritative.

GIFT AID DECLARATION

Enclosed with this edition of *Sandtoft Scene* is a Gift Aid Declaration form for you to complete and return to the Museum address (for the attention of Francis Whitehead).

This declaration means that the Company can reclaim tax paid on all donations made by you to the Company and also on your membership subscription, whether it is paid direct or via one of the Contributing Societies. At no cost to you (assuming you pay income or corporation tax), the Company can increase its income from your subscriptions/donations by over 28%, and if you pay tax at the higher rate, you can claim relief on the subscriptions/donations. The old covenant scheme is being phased out over a four-year period.

Apart from one or two large Gift Aid donations in the recent past, we have not avidly pursued this method of raising extra income. This is because of the complexity hitherto of reclaiming the tax compared to size of the benefits to the Company and restrictions on "benefits" or "moneys worth" afforded to donors by the Company in terms of providing *Sandtoft Scene* and free admission to the Museum; the payment of subscriptions through the Contributing Societies was also a factor. The whole process has been simplified now and restrictions removed or relaxed. So, don't delay. Please fill in that form (irrespective of whether you pay your subscriptions) through a Contributing Society) and send it to Francis - and please do it **NOW!**

SANDTOFT GATHERING 2000

Well, 'Gathering 2000 has come and gone. All the hard work put in by Brian Maguire and the 'Gathering team beforehand, and then by all of

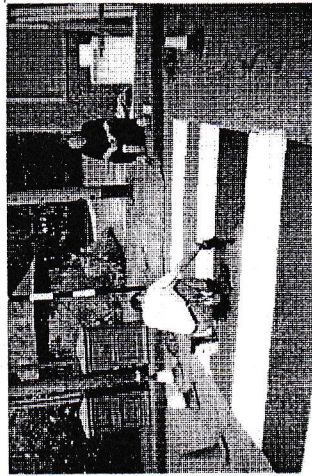
you who came and helped on the day meant that the event was a resounding success. The weather was good (it only rained well after the gates had closed for the day and the public had gone home), the crowds flocked in, the trolleybuses were full on most journeys, the rally was well attended, bucking the trend with rallies generally in the last year or so (over 80 buses and 40 other vehicles were entered, with only a low percentage of them not turning up), the flea market stalls all appeared to have traded well, the refreshment and catering arrangements were well patronised (and the adverse comments of last year were not repeated), and the various extra attractions and side shows (such as children's face painting) that came in on a trial basis were pleased with their day's efforts. And the beer tent sold out (always a good indicator of how the day is going). All in all, everyone seemed to enjoy the day - which was our intention.

Inevitably there were things that did not go as well as they might, or problems arose, and there were one or two disappointments. We will look at the day to see how it can be made even better and how we can avoid some of the problems that seem to crop up every time (if you helped and have a point, however big or small, to make on this, please write in to either Brian Maguire or Chris Proctor).

The week leading up to the 'Gathering is always a time for frenzy and panic both on and off the Museum. This year was no exception, particularly as very few helpers turned up to do the myriad of jobs required to prepare the Museum site for the big day and to help move the vehicles out of the depot onto the "extended 'Gathering site". The main tow bar had become bent and had to be straightened, at the start of the week there was no electricity available on the centre grass area because the re-cabling project had run into a technical problem and had over-run anyway, it had been discovered that the Bournemouth open-top trolleybus (being billed as the star attraction) had a serious brake defect, Limoges no.5 (Vera) had an oil leak from its differential, the Glasgow trolleybus - freshly painted and with transfers hurriedly applied - suddenly lost all its brakes (particularly galling after all the hard work put in to give it a "deep" clean), and various of the "operating" fleet of trolleybuses had developed defects that, whilst they were minor, nevertheless required urgent attention. Added to that, the working party to re-construct the miniature railway had, in the event and despite various promises, consisted of just two, with one diverted on numerous occasions to repair things or do other tasks and one busy with the behind-the-scenes organisation, with the result that there was nowhere near as much track in place as had been expected. Quite a series of disasters.

Much was achieved, however. The depot was emptied and swept out and the "evicted" vehicles lined up on the adjacent concrete "runways" (actually the old airfield perimeter track and dispersal bays). The

electrical installation was commissioned, with all the holes back-filled (more work still needs to be done to fully complete the project). The operating trolleybuses were repaired as necessary and thoroughly cleaned. The Museum roadways were cleaned up, the painting of the new zebra crossing near the toilet block was completed and the other crossing was re-painted. The toilet block was thoroughly cleaned, the 'Gathering programme finally set and printed, a press announcement - with accompanying photographs - sent out by email to a host of local papers TV and radio in the immediate vicinity and beyond, the shop stocked up, the overhead checked, destination displays for the Bournemouth open-top trolleybus made to vastly improve its appearance whilst at Sandtoft, and a set of trolleyheads fitted (it still had no destination blinds and the trolleyheads had been removed when it arrived from the Black Country Living Museum) cash floats for the gate and the trolleybus conductors obtained and made up, the temporary yellow direction signs sorted and placed out on the road, and more besides.



Chris Whitehead (left) is helped by Brian Maguire (right) to repaint the zebra crossing outside the old Trolleyshop during the week leading up to Sandtoft Gathering 2000. (Some people love work, they can watch it for hours...)

Photo: *Brian Maguire*
(and how did he do that?? - FRW)

The efforts to get Bournemouth no.202 running deserves special mention. A hydraulic fluid leak (for no.202 has an unusual vacuum-assisted hydraulic footbrake) was noticed soon after its arrival from Dudley, so was investigated further: the trolleybus' brakes were tested and failed miserably. Bleeding the brake system (it was done several times) made no real difference, so, as the whole braking system had been completely overhauled before it went to Dudley, the owners -the NTA - were contacted. They arranged for Graham Green to collect the NTA's stock of brake spares in Reading and he came to Sandtoft early on Saturday, 29 July (the 'Gathering preview day) to try to sort it out. Graham, together with Graham and Richard Bilbé, Chris Whitehead and Richard Rampton tried various remedies, but all to no avail. It appeared that some wrong or contaminated brake fluid had possibly been added to top up the system before no.202 reached Sandtoft, and this fluid had damaged the rubber parts, initially in the wheel cylinders, and then in the master cylinder: nothing short of dismantling, cleaning out and re-assembling the whole brake system, using new rubbers, would cure the problem and as a result, there was no way that no.202 could be

operated during the 'Gathering. Which was a great pity, as so much work (by Sandtoft personnel - NTA representatives were non-existent) had been put into trying to get no.202 ready - the trolleyheads and the destination displays, cleaning inside and out (it was filthy), locating and temporarily fitting additional seat squabs (some had already been changed at Dudley) to replace some that were badly worn or ripped in the lower deck, and, of course, the testing.

The arrangement with the NTA was that no.202 was only going to be at Sandtoft for a short while before it went on to Carlton Coleville (which it did in late August) for a longer spell (possibly two years). It may come back to us on a visit in the future (2002?), and meanwhile Graham Green has now sorted out the brakes (at Carlton Coleville) by dismantling and re-assembling them, and the lower deck seats are due to be re-trimmed whilst it is there.

Yes, 'Gathering 2000 was a success and what is more, it exceeded its overall targeted budget, so a big thank you to all who helped in any way. Sadly, there is a sting in the tail, for only a few people were left on the Sunday night and the following Monday to clear up and put vehicles away - an onerous job as there are over 40 buses and trolleybuses to deal with, but made easier if enough people are around. Too few people equals greater risks and greater pressures on those willing people who are doing the work. Regrettably, within this environment, the rear of Reading no.113 was seriously damaged whilst it was being manoeuvred on battery power to put it into the depot: repairs, away from Sandtoft, are having to be arranged. It took most of the week to eventually put the Museum back to "normal", so few were the helpers that were left. A regrettable end to an otherwise good event. Please, oh please, can we avoid this in the future.

GEOFF GRIFFITHS' VIEW OF 'GATHERING 2000

I believe that this 'Gathering; under the organisation of the new team Brian Maguire, Rachel Fox and Ian Wilson, was again successful. I write this through my eyes as the Traffic Officer on the day.

After an unusually poor journey from Swansea on the Thursday, when my trains were delayed by two hours and the weather was a series of terrific downpours and depressing forecasts it was a relief to find it not actually raining at Doncaster that evening - or indeed again the following morning.

Sandtoft on the Friday was not the hub of activity that we used to see years ago but those there were very busy. Vehicles had been taken down the runway over several days and the regular team for this - Richard Bilbé, Richard Rampton and Chris Whitehead were making their usual contribution towards this. Bruce Lake was busy putting the finishing; touches to a fine-looking Huddersfield no.619, apart from also working with Graham Bilbé to examine and certificate the remaining

trolleybuses that needed this, but Bradford no.706 was not passed for service due to worn kingpins. Maidstone no.72 was pulled out of the depot and Malcolm Coates, missing his beloved no.56; (still at the Black Country Living Museum) gave it its first wash for several years.

I was preparing for Sunday, giving a helping hand here and there and the only workshop duty I achieved was to fit a new tow hitch to Bournemouth 99. Steve Harrison arrived and did some more work on the central area mains distribution project. Phil Godber was here there and everywhere.....

Bournemouth no.202 had arrived from Dudley but was found to have no foot brake and all attempts by Sandtoft staff had not improved the matter, but Graham Green was coming up from Reading to deal with it. Glasgow no.TB78 was looking immaculate, having just been repainted by Brian Maguire but no.TB78, too, was doomed to fail its brake test, the fault being attributed to leaking seals in the back axle and as no replacements could be found in the area, regrettably, and to everyone's bitter disappointment, it did not run. No.202 was worked upon until late on Saturday evening but, here again, to no avail, it being considered that the brake fluid and rubber seals were incompatible. Another bitter disappointment, especially as Francis Whitehead had brought with him and fitted a set of made-up destination displays which improved its appearance tremendously. Despite a thorough wash of the lower salon by Dave Franks and his boys, who were up from Kent, it still did not look much better although it did smell a lot sweeter. The Black Country Transport Group had kindly left in the seat cushions that they had lent to replace missing and poor ones Overall, a poor showing by the NTA of their flagship. Both no.202 and no.TB78 were put on display in Sandtoft Square for the 'Gathering Sunday.

On Saturday work continued to empty the depot and sweep up, get the signs out, the shop ready, the grassed area attended to, the usual beer supplies, the arrival of a portable miniature railway layout from the Scunthorpe model railway group. We were open on Saturday from 12 noon, so trolleybus operation started soon after and a service was run to meet the demands of visitors, who were not that numerous. Andy Feathers and Peter Price, accompanied by Councillor J. Stanley King demonstrated how work can proceed on the overhead whilst trolleybuses are running, albeit with slight delays. The weather, as on Friday, was warm and sunny with a shower during the afternoon which was not prolonged or too heavy. Members of DO&LRS were there attending to their side of the organisation. Steve Harrison dealt with umpteen electrical items and grass mowers - the latter apparently for 'relaxation'!

'Gathering Sunday morning was the usual hectic preparation of getting everything in the right place at the right time. Schaffhausen no.207 had had its prop shaft replaced by persons unknown (to me) so was

available for service. The stall-holders seemed to arrive earlier than usual and didn't keep Sandtoft Square clogged up until late in the morning. Sufficient staff appeared for my trolleybus rosters and preparation so my side of the "house" started very smoothly. The public arrived in increasing numbers and the trolleybus service was kept busy and working on a release basis - i.e. as one finished its tour the next one departed - with each crew sticking to their allocated trolleybus. Although the first couple of trips kept to the inner circle, we soon were able to operate normal journeys of two inner circuits and two outer circuits. Vehicles in use were Reading no.113, Bradford nos.746 and 792, Huddersfield nos.619 and 631 and South Yorkshire no.2450. It had been decided that the non-UK trolleybuses would be kept off because of the European Weekend planned for August Bank Holiday but a request from a lady from Switzerland - who actually hailed from South Wales (another foreign country??) - for it to run was a justified excuse to do so and it operated several well-patronised trips on the outer circle in the afternoon. Demand increased as the day went on, requiring us to have two trolleybuses running simultaneously for some of the time. Charlie Bullock, of course, entertained us with his usual PA versatility. Mike Dare did the awards this year but Jim Sambrooks was reticent in coming forward to take an award, despite a combined shout from Mike's audience.

Everything went very well with trolleybus operation. There were no dewirements and only a few minor failures of vehicles which were soon rectified. Vehicles and staff were changed over on a regular basis and everyone seemed very happy. Even the stall-holders did not prove much of a problem as they came to load up towards the end of the day. Thanks here are due to, those manning the main entrance, and managing what is always a difficult area. The runway bus services (no park and ride service was required again this year as the car parking was on land adjacent to the Museum) were busy operating in typical convoy style, often three together, congesting the trolleybus operation somewhat. The Isle tours and Doncaster services operated and the grass area was busy with various attractions and food outlets. We had no need for a control vehicle this year with the new shop and Museum office now functioning. Passengers off the Doncaster services used the one entrance in "Runway Corner". Even the rain kept off until 6.30 p.m.

Socially, the Friday evening traditional meal was observed with 15 of us eating at the *Reindeer* - which included musical chairs this year: this was due to the function room being fully booked and we had to manage around three small tables in the bar which we commandeered as people left and our party arrived in staggered (staggering) order. Saturday evening also saw the usual barbecue, although this year in the hands of Sam Maguire, Rachel Fox and Keith Bunting - I think - held on the site of the disused railway station (has Dr. Beaching changed his name?). Four

of our Black Country colleagues joined in the fun and stayed on for the Sunday. Again on Sunday, those of us still left, finished off enjoying an evening meal down at the *Reindeer*.

Referring to no.56's protracted stay at the Black Country Living Museum, this was the result of the Transport Group there offering to replace the differential for Malcolm, but when it was stripped down it was found to have not just a badly worn crown wheel but a shattered bearing which, fortunately, had not had such disastrous results as it could have had, but nevertheless still prolonging the work.

Finally my thanks to all those that helped to make my job easier with their assistance and co-operation. Unfortunately, I understand, that on Monday all but the very, very few regulars had disappeared and so the few were left to do all the clearing up and putting away of vehicles. Can we improve upon this for next year?

TROLLEYDAYS IN 2000

Only three left now -

Yorkshire Day (Yorkshire Vehicles Operating & on Display) is on **Sunday, 22 October**, (the free Doncaster Bus Service will operate) and

Santa Special Days are scheduled for **Sunday, 10 December** and **Sunday 17 December** (gates open between 11.00 a.m. and 5.00 p.m.) Admission prices for the Santa Special days:

- **Children (all ages):** £3.50, including a visit to Father Christmas, a present, trolleybus rides, a soft drink and a mince pie
- **Adults (accompanied by a child):** £2.00, including trolleybus rides.
- **Adults (unaccompanied by child):** £3.00, including trolleybus rides.

We particularly need some help for the Santa Days, there is a lot of extra preparation necessary (for example, the grotto, which can be done weeks ahead), and it is most rewarding to see the pleasure on the faces of our younger (and some older) visitors. We have already booked Father Christmas, so let us show him what a good team we really are.... Contact Chris Proctor if you can help us.

TROLLEYDAYS IN 2001

Dates have now been set as follows:

Easter Trolleydays:	Sunday	15 April
	Monday	16 April
May Day Bank Holiday Weekend	Sunday	6 May
Trolleydays:	Monday	7 May
Spring Bank Holiday Weekend	Sunday	27 May
Trolleydays:	Monday	28 May
June Trolleyday:	Sunday	24 June
July Trolleyday:	Sunday	8 July
Sandtoft Gathering 2001 Preview	Saturday	28 July
Sandtoft Gathering 2001	Sunday	29 July
August Trolleyday:	Sunday	12 August

August Bank Holiday Weekend - **Sunday 26 August**
Featuring **European Weekend Monday 27 August**
September Trolleyday: **Sunday 16 September**
Yorkshire Day: Sunday 21 October
Santa Days: **December/Sundays** to be advised

Details for each of these days are still being worked out, but it is probable that the free Doncaster bus service will operate for each of the days and it is possible that one or two further dates will be added. Details will be advised in forthcoming editions of *Sandtoft Scene* and will, of course, be posted on the website.

Arrangements can be made for schools visits and private party visits. Chris Proctor should be contacted for fuller details.

Please put these dates in your 2001 diary and make an effort to attend at least one or two of them to help out, letting Chris Proctor know your intentions.

PUBLICITY AND OPERATIONS

Chris Proctor, as Operations Director, is taking overall charge of publicity and public relations. This is a logical step in that everything related to opening the Museum to the public (publicity, staffing, traffic, exhibitions and special events, educational visits, shop, etc.) is centralised, with the infrastructure/ maintenance and engineering activities in close liaison with him as necessary. Likewise, development (in the widest sense) will be planned and carried out in close liaison with Chris. At the same time, the Directors, at the Board Meeting on 2 September, decided to reduce their normal number to seven. Specific tasks within the operations are to be delegated to officers, individuals working parties or "sub-committees". The publicity team that Chris Proctor will preside over include his son, Aiden (website), Alan Burgin (local advertising) and David Brown (wider advertising).

If you are interested in helping to run our Museum, Chris would like to hear from you: a lot of helpers are needed, amongst them an educational team and school visits assistants, traffic (i.e. trolleybus and bus operation) manager(s) miniature railway manager(s) and assistants and shop assistants. We also need Museums and Galleries registration assistants (details appeared in the last edition of *Sandtoft Scene*). The more members who are involved, the lighter everyone's task is and the better the Museum will become.

EUROPEAN WEEKEND 2000

Sandtoft's third European Weekend (August Bank Holiday Weekend, 27 & 28 August 2000) was, perhaps, expected by those involved to be a rather tame affair, with Liège no.425 out of action for re-cabling, and Aachen no.22 officially withdrawn after last year's special operation, pending major body repairs.

In the event, however, it turned out to be a special weekend, with Porto

no.140, Schaffhausen no.207 and Limoges no.5 (Vera) representing "Foreign" - even precocious Vera performed almost faultlessly all weekend !! England was represented on Sunday by Huddersfield no.619 and on Monday by Bradford no.746. Sadly, Glasgow no.TB78 (to represent Scotland) was still awaiting attention to its rear hub oil-seals.

They say anything can happen when S. Harrison, esq. appears at the Museum, and this was certainly true on this occasion ! Steve arrived on Sunday, commented that no.425 only needed the circuit breakers wiring in to effectively complete its re-cabling, and proceeded to demonstrate (after public closing time on the Sunday) that it does work. Aachen no.22 also performed briefly for the benefit of members present, both vehicles operating under test and not carrying passengers of course.

Proof that no.425's new wiring works is hoped to inspire full completion for passenger service next year.....

Again, the European Weekend seemed to bring out the best in our many staff, and I would like to thank them all for their willing contributions to a splendid weekend.: this especially applies to Chris Proctor and family, without whom the event would have been much the poorer.

Perhaps most impressive about the weekend was the standard of visitors ! Noted Carlton Coleville stalwart, Roy Makewell, joined us on Sunday, accompanying Mike Spence from New Zealand: both declared they had had a superb day at Sandtoft. It was also good to see Steve Oliver, a BTS and BTA member resident in Australia and be able to arrange an "after hours" test run of his Bradford trolleybus, no706 - he doesn't get too many chances to see it, yet alone sample it under the wires !

Even "the public" seemed to be of a higher-than-average "quality", and several were thoroughly entertained by the multi-lingual chat practised by crews on the foreign vehicles, and by Mike Dare's excellent depot tours !There is no doubt that there is a lot of fun to be had with different languages.

So, here's to next year's event ! Chris Proctor and I have resolved to try much harder to recruit interesting visiting vehicles, plus, hopefully, Liège no.425 in operation, so put 26/7 August 2001 in your diary now ! In the meantime, Porto no.140 will not be re-tested until the interior ceilings are painted - anyone care to give me a hand next Easter to do this??

SANDTOFT SCENE

Contributions for the next issue (February) of *Sandtoft Scene* are required please. It is special in that it will be issue no.50, so it will be time to look back at its ups and downs, and time to look forward to the activities and plans for the Museum for the New Year.

Winter 2001 **Contributions to Editor by** "Latest posting" date
6 January 2001 12 February 2001