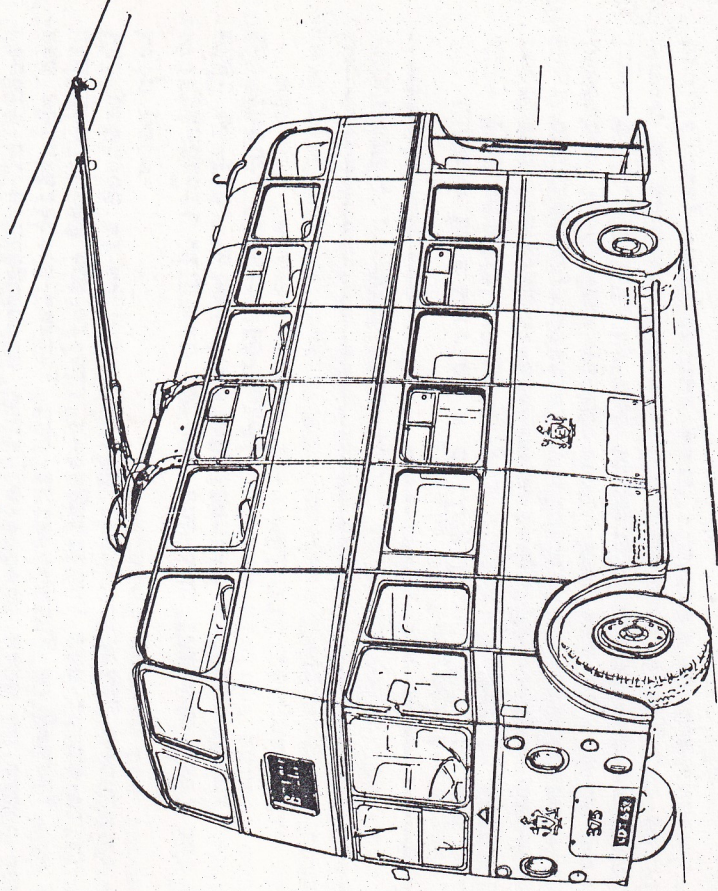


# SANDTOFT SCENE

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THE SANDTOFT TRANSPORT CENTRE MAGAZINE

Editors:

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Apologies for a rather thin edition of SANDTOFT SCENE this time, caused by the number of enclosures and the need to keep postal costs in check. A larger edition next time, particularly if we receive more articles, remember - they don't have to be about Sandtoft.

A feature of 1988 has been the valuable contribution of the Board of Directors towards the smooth running of the museum. Some delicate situations have been handled well. The recently-developed system of directors and managers seems to be an effective way of running the company and the museum.

Inevitably, there have been some difficulties, some as a result of arrangements that have been with us since Sandtoft was established. During the intervening 20 years, the museum has developed out of all recognition, and it is vital that the process of administrative restructuring continues to keep pace.

Sandtoft will not forget who its friends are, but it must be free to meet the challenges and opportunities that the future is sure to hold.

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FOCUS ON ... DONCASTER 375

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GM636 is a Karrier W dating from 1945 and was originally fitted with a Park Royal utility body. In 1955 it received its present Roe H62R body. 375 became Doncaster's last trolleybus, officially closing the system on 14th December 1963. Upon withdrawal, she was placed on permanent loan to D.O.L.R.S. by the undertaking and was eventually moved to Sandtoft. There, she has been a regular service trolleybus, very popular with visitors to the museum.

She is expected to be in service on 16th October, as D.O.L.R.S. will be holding a special trolleyday to mark, amongst other things, the 60th anniversary of the opening of the Doncaster trolleybus system, and the 25th anniversary of its closure.

No other Doncaster trolleybuses have been preserved.

# Scene at sandtoft

The June Trolleyday was, as usual, rather poorly attended by the general public. The Schools Day on the following day was equally disappointing, with only one booked school party and another which arrived at short notice. Having said that, the children who did come found their visit interesting and enjoyable.

Cleethorpes 54 received more attention to the front of the upper deck but the highlight of the weekend was a successful test run by Derby 224, which had not previously run under power for several years. It looks resplendent in its freshly painted condition, but attention must be given to its negative trolley base. Attention to the interior will make this a very attractive service vehicle. It is to return to Derby for celebrations there when it will have all the appropriate transfers added and will be varnished by Derby Transport and Masons Paints.

Site vehicles have also received attention. The tractor has been fitted with a new battery and starter motor. The Preston towing vehicle has had its starter motor overhauled, engine oil changed, offside rear brake unseized and the nearside one stripped out; new shoes and linings have been supplied by DOLRS. A lot of other work on this vehicle has been carried out by some of Sandtoft's younger volunteers. Glazing is required for the rear windows and plastic has been suggested instead of glass.

The pit jack was taken to Nottingham for overhaul and the workshop compressor was also earmarked for attention. Earth leakage testing equipment has been assembled and tried out, and a box has been affixed to traction pole 11, near the Lecture Theatre, ready to house it. All our service trolleybuses now have good batteries after many years. It is to be hoped that these will be looked after.

Site work has continued under the supervision of Dennis Pype, and by the start of Working Week the following jobs had been completed: The trench between the boxwagon and the Trolleyshop had been filled in, allowing a more direct access to be provided to the boxwagon. A pedestrian entrance from the road had been created on the site of the old main entrance. Painting jobs included the ladies and gents

toilets, various garden seats, traction poles, traffic signs feeder boxes, level crossing gates, the station canopy, the telephone box, postbox and stamp machine. Some traffic signs had been resited, some holes had been filled in in the runway and the crazy paving near the Trolleyshop had been repaired. In the same vicinity, the rustic arch had been repaired and some fences erected. Due to the efforts of Dennis and his team in particular, the condition of the site come the Gathering was more presentable than it had been for a long time. No doubt this was noted by members of the public, who might thus feel encouraged to pay Sandtoft a repeat visit before too long.

Several Sandtoft members were at Carlton Colville for the ECW weekend on 16/17th July and assisted with the crewing of both trams and trolleybuses. Carlton Colville have most generously provided Sandtoft with a diagram of connections for 750KW mercury arc rectifier equipment, which should assist us in installing our own mains supply. Whilst on the subject, the sequence of tasks for completing the mains supply following the relocation of the boxwagon is as follows: (a) install Y.E.B. switchgear in the back of the depot, with the loss of one bus space. (b) lay a concrete slab floor and erect a wall to enclose the area with a viewing window and a removable ceiling/upper floor for electrical stores. (c) transfer S.T.C. switchgear from the boundary wall to the new switchroom. (d) run cables from switchroom to feeder pole outside Trolleyshop and connect to overhead. (e) adjust feeder circuitry from standby generator.

So, to Working Week, during which most people on site were fully occupied with preparations for the Gathering. The major job was to shunt vehicles down the runway, with the most presentable ones being lined up on display and the others being hidden behind the potato shed. Numerous smaller jobs included painting of white lines on the runway and laying out of road cones. The latter task was assisted by the use of several railway station trucks donated by Robin Skinner of the Sheffield Transport Group.

Vehicle work concentrated on checking trolleybuses for service on Gathering day. The following operated in service that day: Maidstone 56, Reading 193, Teesside T291, Doncaster 375, Huddersfield 631 and Bradford 834. However,

restoration of Glasgow TB78 continued, with attention being switched to the back end. All of the lower deck pillars are steel, and have rusted badly. Brand new replacements are having to be fitted. Further panes of glass were fitted to Cleethorpes 54, and extensive fitting out of the front end of the upper deck took place. Work continued on the fabrication of a new staircase for Nottingham motorbus 137 and the R.A.G. sleeping bus benefited from a repaint.

The beer tent arrived as planned on the Wednesday and Crich collected the ex-Walsall rectifier. On the Friday evening, many of us attended the Working Week dinner at the Park Drain Hotel. This years transport was Felix 41, which took us on a rather circular route via Doncaster. Still, there were no complaints: despite Sandtoft's northerly location, there are many AEC fans amongst its membership. The Gathering Preview Day was quiet, and Andy Thornton found time to purchase a record 44 portions of chips, fish and chips and various other combinations from the chip shop in Epworth. Hard luck to the gentleman who had 'phoned in his order and arrived at the chippie just after us! During the evening, the beer tent was open, and the BTS laid on a barbeque.

Gathering day was warm and sunny and everything appeared to run very smoothly. During prizegiving, Maidstone 56 was judged the most presentable trolleybus in service. The Dare Progress Cup was awarded to the Sandtoft Miniature Railway. It is thought that a good profit was made on the day, but final figures are not yet available.

Vehicles were shunted back into the depot according to the new arrangement. Only one vehicle, Manchester 1250, has relinquished its depot space as a result of the rent rise. Ipswich 126 left site on 21st August, and returned to Ipswich for exhibition in the new Ipswich Transport Museum at Priory Heath. Other departures are RHs 1109, 85 and 584.

New arrivals on site are LJV336, a Saro bodied Guy Arab LUF ex Blue Line, a former local independent, and ex-Leeds AEC Regent V (with exposed radiator) registered 3916UB. The latter will be available for Isle Tours next year. Due any time is ex-Limoges trolleybus no. 5. Temporary residents are BJA35, a Dennis Mace with Eastern Counties body, which will be moving on to the Birmingham area, and a very nice Albion single-decker ex Hovis.

In the weeks following the Gathering, the Lindholme working party have continued with site work. The old gate post at the main gate was dug out and replaced with a new one. The new gate was hung and now entrance to site requires possession of a site key. More painting jobs have included petrol pumps, kerbstones, the boxwagon table, electric street lights, traction poles in Sandtoft Square and numbers on the depot pillars. A ramp has been provided on the zebra crossing for wheelchair access to the Trolleyshop, and the Trolleyshop has had its roof and rear drainpipe repaired, and has been painted externally. The barrier by the Lecture Theatre has been welded and re-erected and benches have been made for the picnic area. Each Friday, the toilets are cleaned as is the Lecture Theatre.

Work on London 1201 has seen the whole of its nearside stripped of exterior panels and new timber fillets inserted into the steel frame. New window pans have been made, fitted and glazed, new stress panels have been fitted to the tween decks and wheelarches and frames have been made good. The front tween deck panelling has been stripped of about six coats of paint. The cab has been cleaned out to reveal electrical equipment in a good state. The trolley gantry has been removed, cleaned and repainted, trolleybases made ready for reassembly and the roof catwalk renewed and painted. New main cables have been run from the roof to the cab. Interiors have been cleaned out and much paintwork stripped to reveal the original stencilling and remains of adverts.

Maidstone 72 has had its decorative lights and panels removed. Anyone interested in hiring this should contact Malcolm Coates. The wiring to the compressor now needs renewing to enable this bus to return to service. Bradford 834 has had some welding done to the rear of its chassis to make good some corrosion.

During the summer, several motorbuses resident at Sandtoft have been regular rally entrants, thereby acting as ambassadors for the museum. An example is Doncaster 122, which attended the British Bus Day at Norwich on September 11th, and won its class. The judging followed a road run around Norwich wherein some confusion arose and at one point 122 passed London roofbox RT1784 travelling in the opposite direction!

A draft Future Plan has now been written up.

## VEHICLE RENTS AT SANDTOFT

The rent rise that came into effect on 1.8.88 was acceptable to most vehicle owners, but a few asked for three months notice before paying any increase. The rise has thus been rescheduled to 1.10.88, whereupon inside vehicle rents will be increased to £65 per quarter. Vehicle owners affected were notified of this in a letter dated 25.6.88. Although vehicle rents will be reviewed again as from 1.4.89, it is hoped that inside rents can be maintained at £65 per quarter until 31.3.90. (ie £4.99 per week).

Vehicle owners were notified by letter in 1986 that rents would be subject to annual review. The forthcoming increase means that during the financial year 1988-89 the additional income (over that of 1987-88) from each depot space will be 73p per week.

Of the 40 vehicle owners at Sandtoft, 20, due to owning vehicles with depot accommodation, will incur the full percentage rise in their total rent bill. A further 10, who own vehicles stored outside, will pay no increase. The rest, with both inside and outside vehicles, will have to pay an increase averaging less than 73p per vehicle per week.

## BOXWAGON COOKERY

### CHEESY CRUMPETS

- 8 crumpets
- 4 streaky bacon rashers
- 4oz cheese, grated or sliced
- a little chutney or pickle

Toast the crumpets on the brown side. Remove the rind from the bacon and grill the rashers. When the crumpets are ready, turn them over. Cut the cooked bacon rashers in half and place a piece on each crumpet. Spread it with a little chutney, then cover with grated cheese. Return the crumpets to the grill until the cheese has melted.



# MODEL ARENA

## METTOY BUSES AND COACHES

During the last 15 years, collecting die-cast models has become a popular hobby. It is a pastime pursued by young and old alike, and appeals particularly to those without the opportunity to preserve a full-size bus. We thought the subject may appeal to SANDTOFT SCENE readers and are therefore setting the ball rolling with an article summarising Corgi buses (except Corgi Juniors) produced by Mettoy Co PLC which went into receivership in October 1983.

### 1120 - Motorway express coach

This excellent model of a Midland Red GM5T coach appeared in 1961, as part of the 'Corgi Major' series. The livery was red with a black roof, with 'Midland Red' fleet-names and 'Birmingham - London Motorway Express' decals above the side windows.

### C468 - Routemaster bus (length 114mm)

This model was introduced in 1964 and featured a driver and conductor. The following variants were produced, of which these marked \* were general issues.

1964	*Corgi Toys	red
1964	Corgi Toys	green/cream/chocolate brown
1964	*Outspan	red
1965	Gamages	"
1965	Design Centre	"
1965	Madame Tussards	"

### 508 - Commer minibus

Painted red and white, and featuring a roof rack with luggage and opening doors, it was available from 1974-1978.

### C469 - Routemaster bus (length 123mm)

Introduced in 1975. The standard version remained red with 'ETA Welcome to Britain' decals until the end of Mettoy, but underwent several minor changes over the years. The crew was deleted at an early date. The rectangular advertisement decals were replaced by examples with rounded

corners. The gold London Transport fleetname was replaced by a white roundel and the number 11 on the destination box was replaced by 24.

In 1983, a green general issue appeared with 'London Country' fleetnames and 'Pentel' decals (C470). The previous C470, available in 1977-78 was an open-top version in yellow with 'Disneyland' decals.

Many limited editions of the Routemaster appeared even in Mettoy days and an accurate list is difficult to compile. The list below omits those variants produced specifically for the collectors market.

C467	1977	Hamleys	red
C467	1977	Selfridges	"
C471	1977	silver jubilee	silver
C469	1979	Leeds/omnibus	dark green/yellow
C469	1979	Swan & Edgar	red
C469	1979	Cadburys	orange
C469/50	1982	Lion Bar	*green
C469/60	1982	Aero Bar	*cream
C469/70	1982	TDK cassettes	*cream/blue
C469/80	1982	OXO	*brown/cream
C469	1983	Gamleys	red
C469/9	1983	World Airways	*cream/brown
C469/10	1983	Old Holborn	*orange
C469/30	1983	TDK/OXO	*yellow or orange
C469/31	1983	British Airports	*yellow/green
C469/32	1983	Barratt Homes	*light/dark blue
C469/22	1983	Army & Navy	red
C469/23	1983	Manchester Utd	"
C469/60D	1983	Dion (S. Africa)	dark blue
C475	1983	Bristol Airport	*blue
C476	1983	British Telecom	*yellow
C477	1983	Buzby bus	*blue
C478	1983	Sundekker	*orange/white
C479	1983	London Crusader	*white/green
C480	1983	East Yorkshire	blue/primrose

Those marked \* were "High Street Specials", being limited editions distributed through High Street toyshops. They were issued in groups as follows:

1. C469/50, C469/60, C469/70, C469/80
2. C469/9, C469/10, C469/30, C469/31, C469/32

3. C475, C476, C477, C478, C479, C480

All were issued in batches of 10,000 (C469/10 and C469/30 may constitute one batch) except C480 which was limited to 7,500. This particularly fine model was finished in EYMS 1960 livery of dark blue with primrose bands and white roof edging. Special adverts, destinations, fleet and registration numbers and East Yorkshire fleetnames were carried. Described as an "AEC Renown", it is in fact a faithful replica of the Routemasters that recently entered service in Hull. The price was £4.50, as against the usual £2.99.

Note the reappearance of the open top version after a lapse of five years. The Manchester United version was available through toyshops, as was of course the Silver Jubilee issue. Occasional variants additional to those listed did appear, eg red buses with 'Lion Bar' decals.

C1004 - Corgitronics Routemaster (length 123mm)

The standard RM body casting was matched with a chassis in which a battery could be fitted to power an electronic horn. Black windows replaced clear windows and seats. Livery was red, with 'BTA' or 'Corgitronics' decals.

E2008 - Greyhound Coach (length 169mm)

This model was in fact part of the Corgi Juniors range, but was of a similar scale to the C469 Routemaster. On sale by 1977, it never seemed to be widely available. Livery was white with 'Greyhound' fleetnames and roof chevron.

C1168 - Greyhound Coach (length 169mm)

Introduced in mid-1983 as part of the Corgi Trucks range and competitively priced at £1.99. Although virtually identical to E2008, the casting featured detail differences. Basic livery was white, with three fleetname variants:

1. Greyhound, as E2008
2. National Express. This version is very rare, having been withdrawn before general issue, but some did find their way into toyshops. The current National Express side logo was carried.
3. Motorway Express.

C701 - Minibus (length 105mm)

This rather futuristic model, available until 1979, bore no resemblance to any full-size bus. The livery was orange, with an "Inter-city mini-bus" decal along each side.

When the Corgi Toys Ltd company was revived, the C469 and C1168 models were continued and new liveries appeared.

We should like to thank the ETC magazine TERMINUS which provided some of the information used in this article.

## junior scene

LUKE'S DAD HAS ASKED HIM TO CHECK IF THERE ARE EQUAL NUMBERS OF NUTS AND BOLTS IN HIS TOOLBOX. CAN YOU HELP HIM?



## MANAGEMENT CTEE. MINUTES

Summary of meeting held on 12.3.88

Agreed that more control must be exercised over car parking on trolleydays. Reported that good progress had been made over passing trolleybuses for the season.

Agreed that CVs should be prepared for all vehicles. Sec will print them provided owners supplied the necessary history. Following reassessment of vehicles by points a depot allocation was being worked out on the basis of better public access to those deserving of display either for appearance or as interesting vehicles. Buses parked outside will be allocated as near a power supply as possible.

Agreed that working and dangerous areas must be cordoned off on Trolleydays or when public about. Members must assist in this. Agreed that members cars must be cleared from the roadways during Trolley week-ends. Clarified that the Events Manager is in overall charge on Trolleydays to coordinate all depts etc.

Reported that another Draw being run this year. More assistance required for sales, especially on Trolleydays.

Reported that DOLES will run an extra Trolleyday on 16th October this year as a DOLES day. Reports that the Gathering Committee meets regularly to progress the arrangements.

There would be informal gatherings of all interested members on the Sunday evenings between Trolleydays. All are welcome.

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Summary of meeting held on 30.4.88

Staffing of the Information Desk is proving a problem on Trolleydays. Any public complaints should be made 1st: to the bus crew, 2nd: to the Traffic Officer, 3rd: to the Events Manager, 4th: by letter to the Board.

A disciplinary and grievance code is being drawn up by the Board. The Board is seeking an agreement for use of the driveway adjacent to the back straight and the use of storage sheds for part of the year.

It is considered that the unused machinery in the workshop should be sold or exchanged for something like a sheet

bender and/or shearer.

The new Marketing Manager is seeking greater advertising by TV, radio and newspapers, also more sponsored or revenue earning advertising on site and on our leaflets. We have distributed posters/leaflets to about 150 museums around the country.

Boothferry Borough Council wish to discuss ways of helping us to improve. Agreed to reposition donation box to attract visitors attention when leaving.

A method of direct recruitment at Sandtoft to any of the contributing societies is being developed. Lack of staff for the museum to handle special parties is impeding catering for them. Agreed that the charge for prebooked caravans and tents will be £5 per pitch per night.

Agreed to illuminate kiosks and provide a power socket outside Ladies. Serious concern is felt about the condition of the overhead, an early plan must be expedited to renew affected span wires. Board asked for authority for loudsounding bell for telephone.

The pulling of triggers must only be done by passed drivers and conductors and others under their supervision. Drivers must ensure that when other than their own conductor assists with this they must exercise greater care. Drivers manuals are now being issued, conductors manuals are still being prepared.

Discussions taking place with a person who has offered oil paintings of trams, trolleybuses and motorbuses for display at Sandtoft.

Pete Goddard will be running his Christmas catalogue again to raise funds. The Trolleyshop will be offering Christmas cards with trolleybus covers.

Will all members please clean handbasins on completion of cleaning themselves. There is a handbasin in the workshop for dirty hands. Assistance with cleaning toilets for Trolleydays would be welcome.

Agreed that the notice case at the side of the trolleyshop will be used to display official notices.

The facade and doors of a Hull tram depot cannot be made use of at Sandtoft.

Summary of meeting held on 25.6.88

Boothferry Borough Council had been invited to a Board meeting, but they could not do so at weekends. Mr Goddard will pursue with David Tuck for a weekday meeting.

Agreed that if a suitable card is prepared, adverts for bed & breakfast can be advertised on site.

Mr Andy Feather was thanked for attending the meeting. He explained that all overhead on site was erected with secondhand parts and he quoted safety requirements from an early DoT report, emphasising the dangers of working on the overhead. We need a supply of new span wire and a few traction poles. The blue Austin tower wagon has been stored outside for 18 years and needs 3 new tower ropes, repairs to ladder rungs and a new starter motor. It was agreed that it could be housed in the workshop when the surplus machinery has been cleared. He is prepared to hold training days but reserves the right to state that some people are not suitable.

Agreed to make enquiries re span wire, traction poles and new parts for the tower wagon.

The workshop has been found unlocked on several occasions. Emphasis must be placed on all to ensure that the site is locked up securely and a sign will be made.

The Board has agreed to pursue the provision of loudsounding bell to kiosks.

Mr Furda had been offered verbally good secondhand bricks free from a site fairly near. Some would need cleaning and they must be used for museum buildings. Mr Patterson-Haig would provide labour, seek transport estimates and discuss with the Financial Director, then liaise with Mr Furda to get these on site. The first requirement would be the switch room.

Restoring of staff on the gate is now the responsibility of the Traffic Manager. He presented his proposals for trolleybus operations at the Gathering and these appeared satisfactory.

The Vehicles Manager will follow up loss of availability for display of the chassis of Bradford 843.

Orders from the Xmas catalogue may

be collected from Pete Goddard on 16th October or 19th November. Large orders can go direct to members homes.

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## postbag

From Dennis Patterson-Haig, Doncaster.

Tony and Peter, the two inmates of Lindholme Prison, have been very busy on site and I am sure that patrons and members of Sandtoft will notice the improvements they have carried out. I know there is a lot to be done and money is once again the stumbling block, but as funds hopefully become available the most pressing of the repairs etc. will be carried out.

May I take this opportunity of thanking the Board for their cooperation and understanding so far, hoping that we can work together for an indefinite period.

If you would like to see some aspect of the site repaired or improved, let me know and, subject to Board approval, we will see what can be done.

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or contact Brian Wharton at the Sandtoft Transport Centre.



## PHOTOSCENE

Left: Ashton 87, a Bond bodied B.U.T. of 1956.

Below: This 1926 Garrett O-type once worked in Copenhagen as N.E.S.A. 5.

