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E N L A R G E D S U M M E R I S S U E

# Lincolnshire

## Transport

### Review

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LINCOLNSHIRE COAST TRANSPORT 1965 Pages 81-8

LINCOLNSHIRE TRANSPORT REVIEW

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NORTH OF THE HUMBER

New in April were the rest of this year's batch of AEC Renowns.By 3 May the following were seen in service:- 782-5/7 CKH782-5/7C PRV H40/30FD bodies(chassis - 783, B3RA176 : 782,175 : 787,180.)

"WEST YORKSHIRE INFORMATION SERVICE"

Did you know that other magazines like LTR are published in other areas?The West Yorkshire Road Car Co.is covered by a bulletin each month,exclusively devoted to news of that operator.It gives details of all new vehicles,allocations,transfers,vehicle notes, route changes,depot reports,etc.Send 10d in stamps for a specimen copy to the Hon.Secretary,Mr.J.H.Cheetham, Highgate,Heaton,Bradford 9.

NEWSPHOTOS.B&W enprints of following vehicles in the news available from LTR at 6d ea.plus post - CKH782C, PCG200,38CPT,Delaine 59,LRCC 2258, GCT no.46.

Still available is the leaflet 'Forty Years of Municipal Transport in Grimsby'.3d plus post.

EDITORIAL

The 'Lincolnshire Standard' for May 21 headlines the news that BR intend to close the line between Spalding & Peterborough for eight hours, from 10pm to 6am. The only train of importance which would disappear would be the 1-15am from Kings Cross carrying mail and about 50 passengers to places such as Boston, Louth etc. This train would be re-routed via Sleaford and Lincoln to arrive at Grimsby, as before. London-printed dailies distribution would be affected. The closure would save one shift - £35,000 a year - considerable saving. The plan is thought to be due to operate from next September. A parcels train from London and the 8-20pm passenger from Kings Cross arriving at Boston at 10-29pm, and the 10-47pm ex Skegness to Boston. Disruption to mail and newspapers might be caused. would also go.

Amazingly, the 'Standard' headed its Editorial 'Dark Secret' and proceeded to accuse BR of closure through the back door. Admittedly the plan had not been locally publicized, but then it hardly concerned local people. To me, the scheme would appear to be an excellent one, but the 'Standard' put forward the argument that attempts should be made to make a service pay, before scrapping it. This may well apply to summer excursion traffic, but what extra trade can BR encourage between 10pm and 6am?

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ALONG Lincs. TRACKS - THE PAST MONTH ON BRITISH RAIL

The last train to run on the Midland & Great Northern in Lincolnshire left the remains of Sutton Bridge station at 4pm on Friday, April 2. The train consisted of a few goods wagons hauled by D3442. About 40 staff will be affected by the closure. A lorry now runs from Spalding to pick up freight traffic. The last train on the Bourne section - to pick up remaining equipment - ran between 4pm and 5pm on the same day. A detailed report and photographs appeared in the 'Lincolnshire Free Press'.

On Saturday April 10 the 'Flying Scotsman' with its owner, Mr. Pegler, visited Lincolnshire on a train run specially for the men of Darlington workshops who helped restore the locomotive. The train consisted of 8 Pullman coaches, but arrived half an hour late at Sleaford, as at Peterborough difficulty had been caused by lack of watering facilities. The train ran from there to March, and then through Spalding to Sleaford, where (p.94)

## AXHOLME RAILWAY VALETE

By B.J.Hastings

On April 1st this year the Isle of Axholme's own single line railway carried a passenger train once again after a lapse of 32 years. This was a four-car d.m.u. hired by North Axholme Secondary School, Crowle, to say farewell to the Axholme Joint Railway, as it was known which was closing to all traffic on the next day, April 2nd. Mr. Brian J. Hastings, who is the Geography teacher at North Axholme School had approached BR about the possibility of such a 'farewell special' and the North Eastern Region at York and at District Office at Hull were highly co-operative. Of course, the project hinged on Ministry of Transport approval, but a sympathetic civil servant somewhere saved the day. The trip was on, subject to all facing points being clamped, a speed of 15mph, all wagons on adjacent sidings not protected by trap points being scotched and all level crossing gates normally dealt with by a trainman being looked after by a p.w. man conveyed for the task.

Before describing the trip, it is necessary to deal with the origin and purpose of the A.J.R. The Isle of Axholme, that area of Lindsey west of the Trent was originally a badly drained swamp which in the 17th century was reclaimed by the Dutch drainage engineers, particularly Vermuyden. It rapidly became a highly fertile agricultural region; the level land was drained by a network of ditches. By the late 19th century the farmers of the area were crying out for good rapid transport for their produce. The railway builders up to that time had paid scant attention to the Isle. The South Yorkshire Railway, later part of the Great Central, had followed the Stainforth - Keadby canal with their Doncaster-Keadby line, opened circa 1857, extending to Frodingham and Barnetby in 1864, and the GNR (later GN&GE Joint in 1882) had opened their line from Gainsborough to Doncaster in 1867. These two systems offered railheads at Crowle and Haxey respectively but the farmers were still faced with long horse and cart journeys to load produce.

Accordingly the pressure was applied to all the pre-grouping systems and it was the railways serving Goole who were most sympathetic, the N.E.R. and the L.Y.R.



Progress was made and agreement secured for a Goole and Marshland Light Railway to join the NER at Marshland Junction,  $2\frac{1}{2}$  miles south of Goole, serving the northern Isle villages. The Light Railway Order for this was confirmed on 16/8/1898 followed by another order for an Isle of Axholme Light Railway on 11/3/1899, this to connect at Reedness Junction with the Goole and Marshland and run south down the heart of the Isle to Crowle, Belton, Epworth and Haxey. On 8/1/1900 the first section of the Goole and Marshland was opened from Marshland Junction to Reedness for goods. Before any further opening could take place, the two light railways were bought out by the NER and L&Y railways. This took place on 31/7/1902 and on 1/10/1902 the 'Axholme Joint Railway' appellation was given to the system. Meanwhile construction proceeded apace. On 10/8/1903 the Reedness-Fockerby and the Reedness-Crowle sections were opened for goods and also for passengers. On 14/11/1904 the Crowle-Haxey section was ready for goods and on 2/1/1905 the first train from Goole reached Epworth. A freight spur from Epworth Junction was opened to Sandtoft and Hatfield Moors on 22/2/1909. This never saw a passenger train.

Agricultural traffic (potatoes, celery, peas, carrots, and <sup>swe</sup>ede, also peat moss) was the mainstay of the line but it must be remembered that by 1905 the internal combustion engine was with us.

The A.J.R. was criticised for its poor transfer facilities at Haxey where the line had a terminus adjacent to the GN&GE station called Haxey for Epworth. All goods rates were based "via Goole" at first; not for some years was there a siding connection to the GN&GE at Haxey which could mean a southerly outlet for freight.

Nevertheless the AJR tried hard to serve farmers on the doorstep. Sidings were prolific even between stations. At these produce could be loaded, and seed potatoes, coal and fertilizer unloaded.

By 1933 the motor bus had killed the passenger traffic (in 1924 'Advance' buses of Swinefleet had seized the bulk of the local business except school contracts). So on 17/7/33 services were suspended. For some years up to 1948 except the War period a "Lights" trip ran from Haxey to Blackpool via Goole but not up the Fockerby branch. Freight traffic dwindled in recent years. In 1950 there were three daily freight trains (one to Fockerby, one to

Haxey and one to Hatfield). By 1963 there was only one and on Mon., Wed., Fri. only during the slack summer period. In November 1963 the Civil Engineer condemned the wooden bridges carrying the Hatfield Moor branch over various drains. Early in January 1965 the NER announced plans for complete closure. At this point plans were made for the North Axholme School special. (To be continued)

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A NEW FEATURE  
TRACTION ENGINE TOPICS

by B.J.Hastings

An interesting consequence of the gradual disappearance of the steam railway engine on BR has been a growing interest in the steam road locomotive, tractor, traction engine, showman's engine and road roller, examples of which are being preserved by many careful owners and exhibited in steam traction engine rallies. Perhaps the attraction lies in the fact that the preserved steam railway locomotive is usually confined to a museum as the withdrawal of water columns is severely limiting the the railway routes over which even a preserved steam locomotive can operate. The steam road locomotive or traction engine, however, can be conveyed under steam or by low loader to various locations and events.

In Lincolnshire the growing traction engine interest is encouraged by the Lincs. steam engine Preservation Society and annual rallies are held at North Hykeham, Revesby and Old Leake. These are two day summer events but winter film evenings are also held at Old Leake, Carrington Park and Bicker. Last Autumn a steam afternoon was held at the home of Frank Smith at Kirton Holme, Boston. At this a dozen or so engines were in steam.

In this feature I plan to report on the major Lincolnshire steam events, to classify and describe engines in preservation, engines in use and engines in decay within Lincolnshire (And later, surrounding counties). Other articles will feature the major steam engine builders of our county from the well-known Lincoln firms of Robey, Clayton and Shuttleworth, Ruston and Hornsby and Foster, and Marshalls of Gainsborough, to the more obscure makers of

(Continued page 93)

LINCOLNSHIRE COAST TRANSPORT 1965

by P.R.White

In summer the flat, sandy, North Sea coast of Lincolnshire is very popular with holidaymakers, especially those from the Midlands and Yorkshire. The actual coast consists of an area of flat, drained boulder clay, known as the 'Marsh'. All the way from the Humber estuary to Gibraltar Point there are sandy beaches. At various points along this coast there are important resorts - Cleethorpes, Mablethorpe, Sutton-on-sea and Skegness,

Starting in the north, at Cleethorpes, we find a large built-up area continuous with the Borough of Grimsby. The population of 30,000 partly works in Grimsby, but is also concerned with the holiday trade.

THE TERMINUS BY THE SANDS

Cleethorpes Town station is situated next to the beach, near the northern limit of the sands. The line to Cleethorpes was opened by the Manchester, Sheffield and Lincolnshire on April 6, 1863, being an extension of the line from Grimsby Docks. There is an intermediate station at New Clee (See LTR 9/64) from where extensive carriage sidings stretch to Cleethorpes. The original buildings can be seen alongside the west side platform. There are several terminal platforms, little used in winter, except for one or two multiple units, but occupied by excursions in the summer months.

The initial service when the station opened consisted of a mere four trains per day to New Holland. Nowadays, however, nearly all trains from the Grimsby area begin and end at this terminus. In the current (Winter) timetable trains run to the following places - Lincoln (5 per day, two of which continue to Derby), Peterborough (7, plus one express to Kings Cross). New Holland, for Hull (11), Retford (1), Doncaster (3), Sheffield (10). Multiple units work most local services, but steam and diesel main line locomotives make an appearance in the summer. A turntable is situated near the station, which is now closed on Sundays in the Winter. At the transverse terminal platforms there is a modern canopy, surmounted by the well-known clock tower.

COACH OPERATORS

Adjacent to the station is the Grant St. coach park, the main one for summer excursion traffic. A short walk from here brings us to the depot of Peter Sheffield in Neptune Street. This operator, the only Cleethorpes independent, although having expanded rapidly in recent years, does not operate any

local excursions, but relies on extensive private hire work and contract runs. Below is a brief summary of his fleet:-

|         |              |          |         |         |      |       |
|---------|--------------|----------|---------|---------|------|-------|
| 998FBE  | Thames/Duple | C41F     | ABE542B | Bedford | VAS1 | C29F  |
| 997GFW  | "            | "        | 998GFW  | "       | J2SZ | C19F  |
| DBE209C | "            | "        | DV74    | "       | "    | C17F  |
| 999HBE  | "            | 36/      | JDD496  | Bristol | L6G  | FC30F |
| 91BFW   | AEC          | Reliance | KGT599  | Mdy.Mn. | III  | FC35F |
| 584BFW  | "            | "        | KGW36   | "       | "    | "     |
| VNE234  | AEC          | Regal    | KGW37   | "       | "    | "     |
| MAL729  | "            | "        | 21OLRE  | Cr.Avr. | III  | C41F  |
| 298MFM  | Cr.Avr.      | IV       |         |         |      | C41F  |

Also garaged at the modern depot in Neptune St. are the two vehicles of Fisons Fertilizers, Immingham. HBE363 is a Commer, while RRT504 is a B44F Leyland Tiger Cub. Behind Peter Sheffield's depot is the Saunby Grove overflow coach park.

The operators who do work excursions are Lincolnshire Road Car and Starks Luxury Coaches. Stark's began as a carrier at Tetney in 1860, and began to operate motor buses in the early years of this century. An excursion trade was built up, and pre-war vehicles included Gilford FW2373, Leylands FW6135/9543 and Bedfords ABE81 & AFW876. In the years during and after the War a considerable number of brand new vehicles were added to the fleet - 5 OWBs (JV8509/64-6, BFE938), 5 OBs (JV9032 - still running as a non-p.s.v. - AEE760, AJV91/190 & BJV292), 2 Crossley SD42/7s (AJV778/9), a Maudslay Marathon 3 (BEE357) an Avenger I (BJV170) a Leyland PS1/1 (AEE82), PS2 (BJV804) and JV9376, a Regal I. Between 1952 and 1954 six Bedford SBs were added. Secondhand vehicles have only been purchased in recent years.

In May 1964 this old-established firm was taken over by the Blackburn Group (Though Starks are still haulage contractors) and within a few days all the then fleet had been moved to Welholme Road, Grimsby, as had the registered office. All vehicles were allocated fleet nos. except for Bedford OBs PNU406 & BJV292 soon sold, from 11 upwards, although nos 11 & 13 have since been sold. A new office was opened in Cleethorpes Market Place. Some rationalization has now taken place within the Group, in that Starks excursions from Cleethorpes now also pick up passengers from Brighowgate Bus Station, Grimsby.



thus avoiding some duplicating with coaches of Granville Tours, the main firm of the group. Another move is the booking of Granville Tours at Starks Cleethorpes office, and vice versa. Below is the current fleet list:-

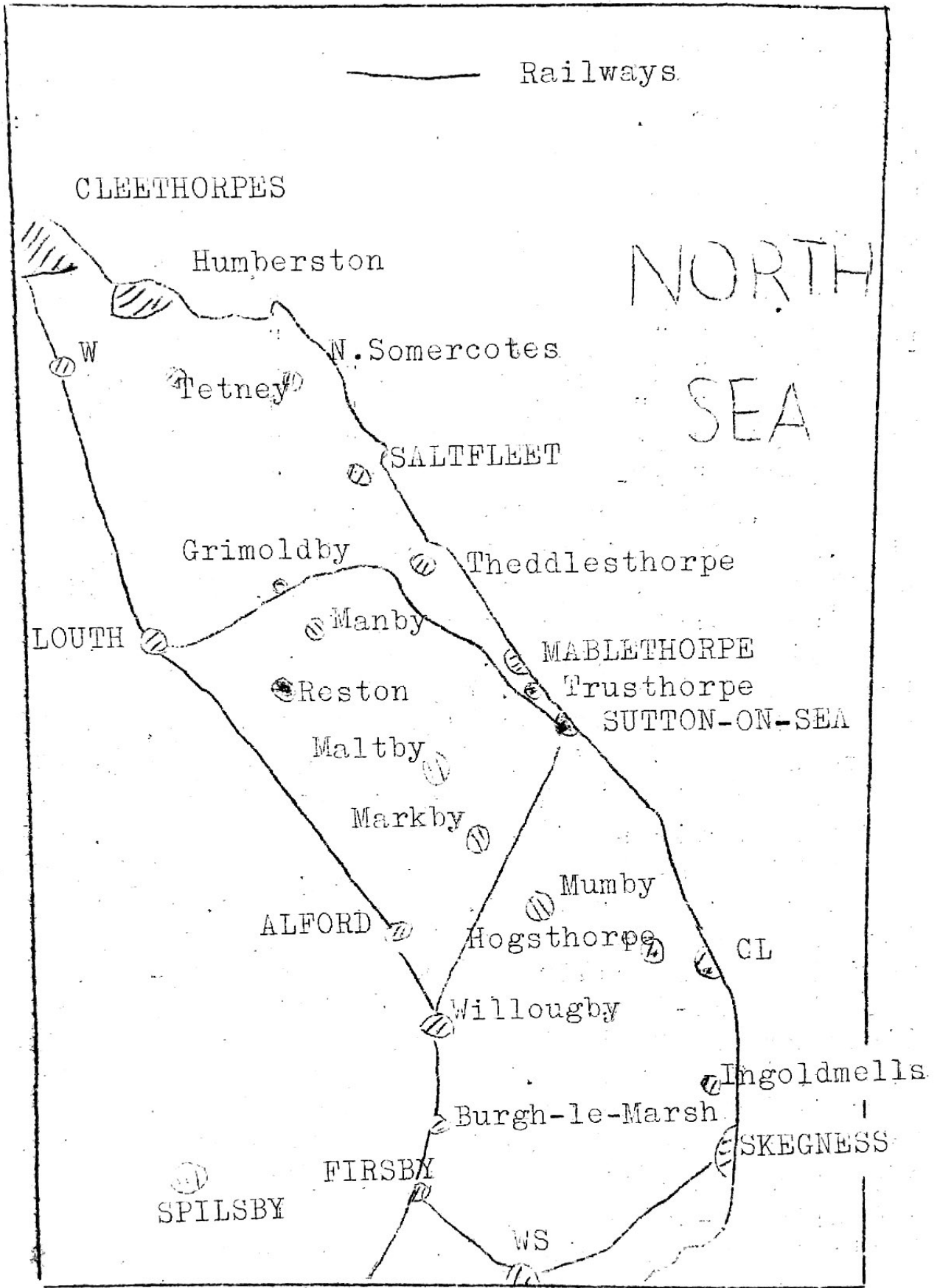
|                             |              |
|-----------------------------|--------------|
| 12 KVC439 Bd SB 2592        | Du C33F 1952 |
| 14 CJV601 Bd SB 7888        | Pn C33F 3/52 |
| 15 DJV448 Bd SB 18529       | Ys C35F 9/53 |
| 16 JEE123 Ld PSUC1/2 575460 | Du C41F 6/57 |
| 17 7910.U Bd SB3 59883      | Pn " 1958    |
| 18 217CKB " " 66408         | Du " 4/59    |
| 19 UBE18 " SB1 72104        | " " 7/59     |
| 20 WBE135 " " 79708         | " " 5/60     |
| 21 722BFU " SB5 89564       | " " 4/62     |
| 22 BJV901C " SB-            | " " 4/65     |

No.22 was the first vehicle under Blackburn ownership. Also taken over from the Tetney company was a Tetney-Louth Wednesday market bus service. Another firm taken over by Blackburn was Bristows of Claxby in November 1963.

Like Starks, Linco. Road Car run all their excursions from the Market Place. They entered the area in April 1936 when they took over Fleetways of Grimsby, who operated an express service to London. By this means they also acquired the bus station in Rowston Street, Cleethorpes, now used by express services of several large companies. There was a depot here until a few years ago. All vehicles for the area now work from Garden St. depot, Grimsby. Also taken over in 1936 was the local excursion company of Holmes Bros. The vehicles thus acquired were numbered 457-461, Fleetways becoming 428-434. Also in 1936 LRCC took over the excursion licences of Provincial, which Cleethorpes UDC took over in July of that year. (See Forty Years of Municipal Transport in Grimsby, which also deals with Cleethorpes municipal transport). Other operations from Cleethorpes include routes 3 (To Lincoln 7 times per day), 112 (To Barton once a day), and 117 (Grimsby-Gainsborough, two per day from Cleethorpes). Until last year Bristol L-type coaches nos. 2051-60 could be seen both on local trips and in coach trips. Nowadays there is little other than a monotonous series of Bristol LS & MW buses and coaches. 1964 rear-engined RELHs work the London express services (B & D). Nos. 2678-80 are most common in the area. The only Lodekka run is the joint service to Immingham with Grimsby-Cleethorpes Transport (No. 45). It runs at irregular intervals from Cleethorpes, but half-hourly from Riby Square, Grimsby.



SKETCH MAP OF THE LINCOLNSHIRE COAST



W - Waltham  
CL- Chapel St. Leonards  
WS- Wainfleet All Saints

## GRIMSBY-CLEETHORPES TRANSPORT

All town and local services in and around Cleethorpes are worked by this operator. From Cleethorpes Market Place run services 12 and 12X to Humberston. The 12 runs direct via Hewitt's Circus. The 12X has the same terminus but works via Peaks Lane. Each has a 30 minute frequency, giving a 15 minute combined service. Provincial of Cleethorpes started working buses to North Sea Lane in the 'twenties. Cleethorpes U.D.C. started their routes 3 & 4 (Now 12 & 12X) in 1931. To-day both these are worked by GCJT-type AEC Reliances & Ex-Cleethorpes Daimler Freelines, nos. 128/9. The first CUDC service was the no. 6 (Bathing Pool to Old Market, Grimsby) which began in 1929. To-day the no. 6 runs via Nuns Corner, while a variant, the 6X works every 20 minutes via Welholme Road, giving a combined 10-minute frequency. This route is worked by six AEC Reliances. Double-deckers appear at peak periods and in the summer months, as they do on the 12 and 12X. Until 1960 trolleybuses ran from the Old Market Place, Grimsby to the Bathing Pool, themselves having replaced the trams in June 1937.

On 4 June 1960 the last trolleybus ran. To replace the electric service, routes 9 (Grimsby-Maltham, alternately extended to Barnoldby-le-Beck) 3F (Bradley Cross Roads via Freeman St) and 3 (Bradley X Roads - Grimsby) were extended from Grimsby to the Bathing Pool. Most types of GCT double-decker can be seen on these frequent services.

That, then, covers most of the services worked by GCT around the sea-front.

### A SEASIDE VILLAGE

The village of Humberston, just south of Cleethorpes, originated as an inland village, but now extends further south to the sea, in an area known as 'The Fitties'. The only road here is North Sea Lane. This continues south as South Sea Lane, but there is no road from Humberston Fitties down the coast. Once you have reached North Sea Lane terminus, there are two ways of continuing south to the beach. One is by the minibus service along North Sea Lane which GCT began in 1959. There are two Morris 11-seaters, nos. 1 & 2, operating as required. A more interesting means of transport for the enthusiast is by the Lincolnshire Coast Light Railway, further details of which are available from LTR.

Besides the 12 and 12X, two other GCT routes run half-hourly to North Sea Lane from Grimsby Town Centre. The 3X runs via Ladysmith Road, and the 8X runs from Town Hall Street.

via New Waltham, which runs half-hourly in the summer. It is an extension of the 8, which runs half-hourly all the year round as far as Humberston village, inland from North Sea Lane (See LTR 10/64). Double-deckers work both these routes, while AEC Reliances run on the 3X.

The only other important GCT summer service is the very successful summer tour introduced last year. This year's new Reliances will be specially/equipped with speaker apparatus for this.

Southward from the most inland part of Humberston runs a winding road to the next resort, Mablethorpe, via such seaside villages as Saltfleet, Tetney, S. Somercotes and Conisholme. Along this road run Appleby's Grimsby-Mablethorpe service (See LTR 9/64) and Road Car routes 50B and 50C. Route 50B works between Louth and Grimsby via Somercotes and Saltfleet. From Grimsby there are two journeys per day. The 50C, Grimsby-Mablethorpe, originally operated in the early 'thirties by Lewis & Cheffings of N. Somercotes, now operates three times per day from Grimsby, one journey going only as far as Marshchapel. Pre-war there was a through journey to Skegness in summer months. Route 48 operates from Louth to Mablethorpe via Saltfleet. From Mablethorpe there are three journeys per day, which connect with route 50B and Appleby's service at Saltfleet (which only runs though to Mablethorpe July-September), so giving more journeys between Grimsby and Mablethorpe. Bristol SCs run most services in this thinly-populated area.

#### THE TWIN RESORTS

Mablethorpe and Sutton-on-Sea, under a combined Urban District Council, form one long built-up holiday area for about five miles between the railway and the beach, where extensive sea defence walls have been built following the disastrous 1953 floods. Between the two town centres is Trusthorpe. Around here there is a great deal of caravan and chalet-type holiday camps - these are now common all the way along the coast, especially at Humberston & Ingoldmells.

Mablethorpe is the only Lincs. resort to have an independent working stage carriage service. Grayscroft Coaches, run by Mrs. D.M. Barker, of Victoria Road, since before 1931 worked a daily service between Mablethorpe and Louth, via Manby, where there is a large RAF station.

Until 1932 the route commenced at Sutton. Also since before 1931 there has been a Wed/Fri/Sat Louth route via Reston. In the War a route was operated from Mablethorpe to Strubby RAF, and in 1953 RAF leave services began from Strubby and Manby. Since 1963 a summer Saturday service has been operated between Mablethorpe Bus Station and Seaholme Road caravan site.

Grayscroft's blue and white fleet consists of an interesting variety of single-deckers, mainly dating from about 1950. The present fleet (See list below) includes Dennis Falcon II KAA653 and Lancet III NNN587, ex-East Midland. In the past they possessed a number of Lancets, including BTL 964, ex-Simmons, Great Gonerby.

|        |        |         |           |         |         |       |       |
|--------|--------|---------|-----------|---------|---------|-------|-------|
| HBJ300 | Ld     | PSU1    | 510485    | Bm      | Seagull | C39C  | 10/49 |
| NNN587 | Ds     | Lt III  | 158J10C   | GN      |         | FC39F | 7/52  |
| NNW812 | Cr     | Avr I   | 23A0297   | Plaxton |         | C35F  | 1950  |
| HWV388 | Bd     | SB      | 8866      | GN      |         | C37F  | 1952  |
| GCC 3  | Fd     | 570E    | 510E21626 | Bm      | Sgull   | C41F  | 6/59  |
| EFV736 | Ld     | PSU1/15 | 510749    | Pn      | Vntr    | C41C  | 5/51  |
| KAA653 | Ds     | Fn II   | 129L6     | "       | "       | FC33F | 1951  |
| NER300 | Commer | ?       |           | ?       |         | ?     | ?     |
| NEN238 | Fd     | 570E    | 510E56447 | Du      | Yeomn   | C41F  | 5/61  |

The Lincolnshire Road Car Company's station is situated in Victoria. From here a number of local services depart : - <sup>Road</sup> (Summer frequencies given)

- 90 Mablethorpe-Sutton-Skegness via Chapel St. Leonards, another minor resort. 12 per day
- 53 Mablethorpe-Alford via Hannah & Markby. 3 per day
- 54 " - " via Maltby-le-Marsh 5 " "
- A " - Nottingham express via Butlins Holiday Camp, Ingoldmells. Daily, one or two per day.
- 10A Mablethorpe-Louth-Hainton-Wragby-Lincoln. 5 per day.

The only 'town' service is the 52, operating every 15 minutes in the summer, from Northend, Mablethorpe, to Chapel Corner, Sutton. Services A, 53, 54 came from Mablethorpe and Sutton-on-Sea M.S. in the early 'thirties, 10A and 48 came from Wrights of Louth in 1950, and 90 from Skegness M.S., more of which next month.

Mablethorpe's Municipal Bus Station, used by coach excursions and express services, is in Seacroft Road, near the Railway station.



The first railway to reach Mablethorpe was the Louth & East Coast Railway on 17 October 1877, which was worked by the GNR, who finally purchased it in November 1908. In addition to the 12 mile Mablethorpe-Louth line it was originally proposed to run branches to Saltfleet Haven and N. Somercotes. In the last years of the line diesel multiple-units appeared, but it still did not pay, and on 4 December 1960 the last train ran, hauled by Bl 'Robert Bibby'. Today the track has been lifted, but stations at Grimoldby and Theddlethorpe remain, and can be seen from a ride on a 'Grayscroft' bus. Mablethorpe station itself covers quite a large area, with four platforms and a turntable. Track has been left down for a distance north of the station, for storing excursion trains stock.

Sutton-on-Sea's first rail traction was the Alford & Sutton Steam Tramway, from 1881 to 1889 (See G. Dow's book published by the Oakwood Press). Now all that indicates this line is the name 'Tramway Crossing' on a signalbox where the Alford road crosses the line from Mablethorpe.

The single-track line from Willoughby on the Grimsby-Peterborough line (The East Coast Main Line so far as Lincolnshire is concerned) to Sutton, with an intermediate station at Mumby Road was opened by the GNR on 14 October 1886. Construction was begun by the Willoughby & Sutton Rly. Co. in 1884. Like the L&ECR, the GNR took it over in 1908. The final link between Sutton & Mablethorpe to form a complete loop, was opened by the GNR 14 July '88

To-day one multipleunit suffices to work the shuttle service between Mablethorpe and Willoughby, where poor connections are made with trains on the main line. In addition there are some through trains to places such as Nottingham, as well as excursion traffic. Goods services on the branch were withdrawn last year. Sutton-on-Sea station is smaller than the terminus, Mablethorpe, being on a loop with two platforms and a goods shed, the tracks to which are now removed.

(Part II, Skegness, appears next month)

PHOTOGRAPHS. The following coastal views are available from the LTR range. enprints 6d, p/cs 9d. Post extra.  
Mablethorpe Station - 10 views. Sutton - 4, Cleethorpes - 3, Grayscroft HWV388, GCC3, EFV736, Starks BJV901C, KVE439, 7910.U, Peter Sheffield ABE542B, KGT599, 998FBE, VME234, PCG200, 298MFM. Also GCJT, LRCC & LCLR.



L I N C O L N S H I R E B U S N E W S  
INDEPENDENT OPERATORS FLEET CHANGES

This month there are again many secondhand dealings, and some very interesting news from Delaine of Bourne.

New in February and an ADDITION to the fleet of Elsey, Gosberton was BJL290C (carrying on their "90" tradition - RJL90, HJL190, UDO290 & XJL790!) which is a Thames 'Mariner' 36 with a Duple C52F body.

No. 59 of DELAINE, Bourne, is an SB5, and replaces no. 49 (RC13), a Bedford SB1. On order are two Leyland 'Atlantean' PDR1/2s! No. 60 is due in September and will replace ex-Ribble 54 (CCK668) whilst the other is due in 1966 and will oust 39 (HCT150) the 'Regent III'. Both will have Willowbrook H76F bodies, based largely on those of Coventry Corporation, but with the usual Delaine trimmings. Four vehicles are now employed nightly on Bingo services!

KIME of Folkingham seems to have sold both his OBs, MFM185 & PVW216. New acquisitions are:-

MVO296 Bd SB 6395 Duple C33F ex-Gash, Newark (Sold 10/64)  
3550UP Bd SB- Duple C41F

In Kime's garage stands WDH892 of Smith, Corby Glen (Also acquired?)

In March BARNES of Lincoln bought from Wilson of Stainforth 2530WY, Bedford SB1 87663 Yeates C41F. MBY347 of HOLLOWAY, Scunthorpe was acquired last November. Also owned is another vehicle of the same batch, MBY346. POOLEY of Long Sutton recently acquired from Pepper of Spalding HFW374, a Leyland 'Royal Tiger' PSU1/15 with a Gurney-Nutting C41C, but this is still in its pale blue livery. GPR438 has now appeared in Pamela Coaches livery. To replace HFW374 Pepper has bought SWB300, a Bedford SB/Burlingham 41-seater. This is in the unusual livery of orange and black. Another oddly-coloured vehicle in Spalding is MHW984, still half in Bristol O.C. livery and half in the colours of Fowlers of Holbeach Drove!

'Buses Illustrated' reports that two Guy Arab UF/Park Royal saloons of Southampton Corporation have been sold to Sheriff, Gainsborough. Burrows, Grantham acquired in March PKH604, Bedford SBO 25971 Plaxton C37F ex-Hambridge, Kidlington. KRY719 of CROPLEY, Sutterton was bought from Smith, Potterspury. By March FENWICK of Old Bolingbroke had YWW827, Bedford SB3 69983 Burlingham C41F ex-Grat, Hoyland Common. Last December HORNSBY of Ashby sold his LRR490 Ld PS2/3 497030 Duple FC33C to Cobholm, Great Yarmouth.

YRY884 of HORSMAN, Bourne, was sold to Cole, Heveringham 6/64. In April PCG200, a Commer Avenger of PETER SHFFIELD, Cleethorpes was sold to Marfleet of Binbrook (Full details - Avr. III T85A0293 Duple Vega C41F). The new address should read 39, Grimsby Road. Also please note that HBE363 (Page 82) is an Avenger I.

CROPLEY of Fosdyke bought their first minicoach by March - 4622RO Bd J2SZ7 100429 Duple C15F ex-Knightwood, Watford. Just after midnight on Saturday 24 April a vehicle of this firm was stopped in Boston, and 12 standing passengers had to get off, as the vehicle was operating under an express service licence, which did not permit this. The firm was fined £6.

An addition to the GRANVILLE contract fleet not previously reported is NKT941, another AEC-Beadle (JCBI70 Beadle B39F ex Aston, Marton by 7/64). No. 108 was acquired in February. Last October BARTON sold one of their ex-Cream of Stamford coaches, no. 892 (GTL419) to Lander, Rainworth. SHARP & BRUMBY, Immingham, bought their 601BBH in January. 38CPT of MOORE, Scunthorpe was not seen with this firm before March. It is a Karrier 98A3001 Plaxton C14F ex-Rennison, Hartburn. MV0295 of SMITH, Corby Glen was ex-Osborn, Lincoln. Further arrivals are:-

OAO392 Bd SBG Ys C36F Ex ? 3/65  
GCK499 " " 27134 Du " Ex-Drage, Moulton 4/65.

In January STORY, Deeping St. James acquired PEH480 Leyland-Beadle JCB238 Beadle C35F ex-Back, Uppingham. By last year CFU707 Bd OWB 22748 B32F of Lindsey Education Committee was a mobile shop in Nottingham. BLANKEY, Colsterworth sold MBD317 Bd SBG 38865 Du C36F to a dealer in April. In 5/64 he sold TTL217 Bd CALV 208525 MW 11 to Hughes, Llanfaircaereinion. REEDER, Chilwell has withdrawn two vehicles ex-Cream, Stamford via Barton - ACT797 (OWB) & ECT748 (Avr. 1).

SMALLER, Barton-on-Humber sold WFU666, a Commer Avr. IV to a dealer 12/64. This coach was new to Bristow of Claxby and later used by Johnsons of the same village. Did Smaller ever actually own it? In February WING of Sleaford sold his NVF943 Ds Fn II 172L6 Du FC37F to a dealer. BIRD, North Hykeham bought FHS938 from McConnachie, Eaglesham. CBE874C of HOLLOWAY has chassis no. 226343.

An unusual observation at Grimsby on May 10 was Western Welsh coach no. 117.

## LINCOLN CORPORATION TRANSPORT

The Leylands from Southport arrived on 4/4/65 for three weeks - GFY397-9. A further four Leyland PDR1/Roe are on order and will be numbered 4-7 (LCT has thus avoided numbering over 99). The two AEC Reliances on order were cancelled when 98/9 arrived.

## LINCOLNSHIRE ROAD CAR COMPANY.

Bedford OB FFW185 has returned to its native county, being seen as a mobile shop in Scunthorpe in March, having previously been in the fleet of Morley, Edwinstone.

On Thursday 29 April passengers had a 'sinking feeling' when a road car en route for Park Road, Boston, sank up to its axles owing to road subsidence at London Road crossing. No damage was caused and staff from the nearby depot jacked the vehicle up.

Two more of this year's new vehicles were seen in service in May - 2258 AVL740C Br MW5G 225.009 ECW B43F, and 2260 (AVL 742C) a similar vehicle.

The possibility of a strike was raised in May, but no more was heard of it, as a few days later a Court of Inquiry gave it decision on the wage claim.

## GRIMSBY-CLEETHORPES TRANSPORT

Before very long, the Joint Transport Committee may disappear and municipal transport in the two towns revert to being 'Grimsby Corporation Transport'. This is because in the Boundary Commission's report, published in May, the amalgamation of Grimsby and Cleethorpes Boroughs is proposed. If successful, the amalgamation should be about two years to effect.

At the transport committee meeting on 22 April a number of interesting points were raised. It was reported that for the year ended 31 March 1965 a profit of £4,195 had been made. Total income was £564,100. Until traffic-free areas were introduced in the future, public transport could not hope to pay its way, said one member. With the continued increase of wages and other costs, and fall in traffic, more would have to be withdrawn from reserves. Mr. Rostron reminded the committee of his suggestion that bundles of cut-rate tickets should be issued, to give a fare advantage to regular users. Ald. G.E. Janey felt that such a move would only increase passenger resistance (I find this point of view very hard to understand - surely should a system would encourage traffic. Indeed, altogether, the committee does not seem very willing to do anything - they have not even made any efforts to publish a

timetable - Ed.)

The problem of times of factory and school leaving becoming the same may become a serious one. At present vehicles are used on school runs, and then to factories, thus making such services remunerative. However, if the times become the same, then at least six more vehicles would be needed, and crews at overtime rates. Industry had been sympathetic, but that was all. The Education Committees were to be approached.

Problems of starting a new route to the Marineland were discussed (See May LTR, p71) and from the 'Grimsby Evening Telegraph' report it appeared that no action was to be taken. However, at a meeting of Cleethorpes Council shortly afterwards it was confirmed that the service that the sea-front service which ran from the Pier last year (and has done so in the season every year since 1959) will be extended to Buck Beck, where a turn-round and shelter have just been constructed. The matter actually discussed was if the route should be extended over the Buck Beck bridge (I think this would be most desirable. If extended to include the present North Sea Lane minibus route it could form a long sea-front service, replacing extra vehicles on the roundabout 12 route. Open-top double-deckers could be an added attraction on such a service - Ed.)

A diversion to serve the Hardy's Road area of Cleethorpes was suggested, and the Cleethorpes members will report back on this.

On Sunday afternoon about 30 members of the Midland branch of the Omnibus Society visited the depot. They arrived at 2-00pm in 2822HA, a Leyland Tiger Cub with a Harrington body, of Gliderways, Bearwood. An inspector showed the group around the offices, ticket systems, staff rotas and cash handling methods being described and discussed. The party then toured the depot, some vehicles, for example a Daimler Freeline and a 1964 Reliance, being boarded and inspected. After a 'tea break' provided by the depot canteen, the group photographed vehicles specially driven out for the purpose. They then returned to Birmingham.

Now repainted are 48 and 93 (Regent IIIs) and Bridgmaster 109, the first of its type to appear in the 'new' livery. No. 94 is being rebuilt with new panelling. No. 46 was not sold to the Youth Club, as it was found to be



not in good enough condition. It is still at the back of the depot.

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APPLICATIONS BEFORE THE EAST MIDLANDS TRAFFIC COMMISSIONERS.

The following interesting applications made were made in April.

Grimsby-Cleethorpes Transport. To extend no.1 route from Riby Square to Cleveland Bridge from 1pm to 11pm on Sundays (i.e. as on weekdays). 30 min. frequency. No.5, to operate Sunday mornings only.

Lincolnshire Road Car. To extend following express feeder services to Cullam Ave/School Road, Scunthorpe:-
Scunthorpe (Bus Stn) to Open Hearth Hotel, Scunthorpe
Scunthorpe (Bus Stn) to Lincoln Gardens, Scunthorpe.

Also applied for feeder service Grimsby-Scunthorpe to connect with Lincoln-Scarborough express service.

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REGISTRATIONS.

Lincoln - BFE/C issued in March

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LATEST PHOTOS. Enprints 7d each from D. Kaye, 75, Broomfield Ave., Worthing, Sussex.

- 6501 Ivy Coaches. JFV105 (Bd SB/Bm) Church St., Holbeach. f/os.
6502 ECOC LS791 (5791AH) Spalding bus station. rear view
6524 Kimes 3550 UP (Bd SB/Du C41F) & RBT 16 (Bd SB/Pn C37F)
Folkingham Mkt. Pl. os/f.
6525. " " " - 514CPT (Bd SB/Du C41F) front view

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TRACTION ENGINE TOPICS (Continued from page 80)

our small towns, such as Tuxford of Boston.

The immediate steam diary is as follows:-

- May 21/22 Wilsic Hall Rally, Wadworth, Doncaster
May 28/29 Carrington Park (Revesby) Rally, Boston.
June 5/6/7 Melton Mowbray Steam Fair
June 12/13 N. Hykeham Rally
June 26/27 Stamford Carnival
July 3/4 Rempstone, Loughborough.
July 10/11 Gringley-on-the-Hill, Doncaster
July 17/18 Old Leake, Boston.

At all these events the various Lincolnshire owners will be "in steam"! I shall be pleased to hear from any readers, via the Editor, who have news of steam engines, preserved or derelict, in his locality or who requires knowledge of any Lincolnshire engine he has seen.

(Next month - Opening Rallies of the 1965 Season)



NORTH LINCOLNSHIRE RAIL TOURS will be running a tour to Shrewsbury, Powis Castle and the Welshpool & Llanfair Railway on Sunday June 20. An alternative itinerary for locomotive enthusiasts on the same day will be to m.p.d.s in the Crewe and Stoke-on-Trent areas. The fare from Alford Town, Louth, North Thoresby and Grimsby Town will be 39/- for adults and 29/- for juveniles. Further details in handbills obtainable from Mr. F. Boothby, 172 Cromwell Road, Grimsby (tel 56422) or Mr. D. Bray, 'Gresley', Tetney Lane, Holton-le-Clay, Grimsby (Tel. Waltham 3060)

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WILL THE WITHERNSEA LINE RE-OPEN?

In the February-March issue of the Yorkshire magazine 'The Ridings' there is an article on Withernsea, with particular reference to the possible effect on the holiday trade since the closure - photographs of the town & seafront in winter appear with comments such as 'Will this scene remain all the Year round?'. At the end of the article it is reported that the Council was considering running the branch themselves. Could this still happen?

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LTR wishes to thank the following for help in news items - D.Kaye, Worthing, N.J.Drewry, R.A.Coates, R.Brooks, PSV Circle East Midland news-sheet, C.J.Bates, Boston.

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DUPLICATING BY EXPRESS DUPLICATING SERVICES,  
8, Ashtree Ave., Grimsby.

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(Continued from p77) water was again taken, before about 100 spectators. Villagers turned out to see the locomotive pass at stations such as Gosberton.

South Lincs. is now receiving automatic level crossings, including some on the Grimsby-Peterborough line. As it is now to stay open, BR are saving money - there are many staffed but little-used crossings on this line, which must add considerably to the loss made. One opened at Foll Bank, Peakirk, on May 19. A BR official pointed out that they were not dangerous, but it was up to the motorist to avoid accidents.

LATE NEWS

JP6376 of Appleby, Conisholme, is now owned by Ross Group, Grimsby. Another LRCC RELL is AVL738C(1207?) LRCC no.2022 is now no.100 in the Granville contract fleet.