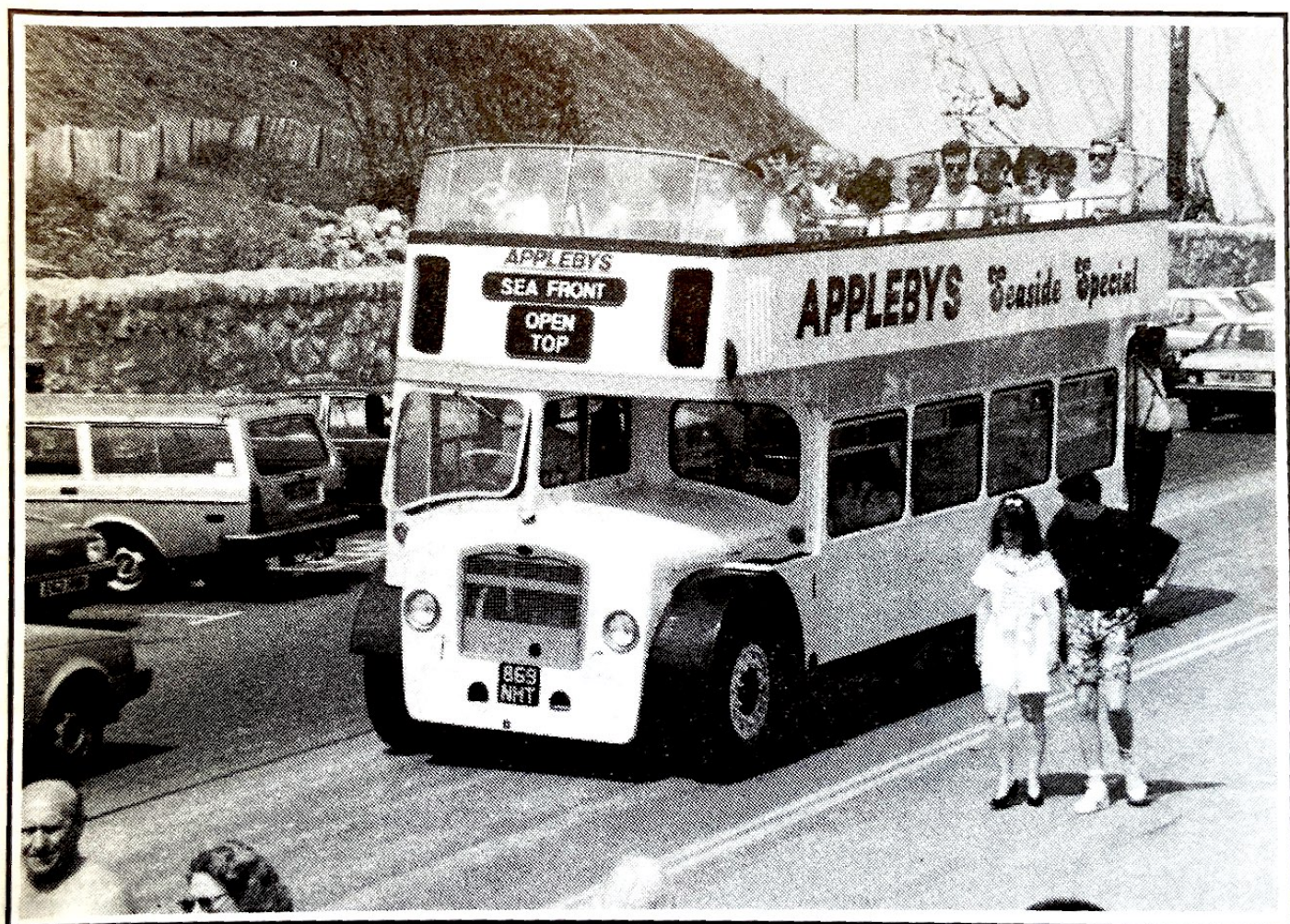


LINCOLNSHIRE AND HUMBERSIDE

MARCH / APRIL 1995



TRANSPORT REVIEW

LINCOLNSHIRE AND HUMBERSIDE TRANSPORT REVIEW

We aim to give coverage of all forms of public transport within these two administrative counties, as well as from some of the fringe towns just outside their county boundaries. Articles cover both current and historical aspects of public transport.

The Editor reserves the right to edit, re-write or refuse to publish any item which is thought unsuitable for publication. Views expressed in articles are not necessarily those of the Editorial Staff nor of the Society. Reproduction of the whole or part of the contents of this publication is not permitted unless written permission has been obtained first from the Editor.

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Annual subscription (six issues per calendar year and including postage) is as indicated on our current subscription form (available from the Subscriptions Secretary.)

COVER ILLUSTRATIONS

- Front : 869 NHT. For some years now this Bristol FS5G of Applebys, has been a regular performer along the sea - front at Scarborough
- Back (upper) : WUK 155. Seen here on its usual run at Burton on Stather, this Renault / Northern Counties ex - Demonstrator, is about to set off for Scunthorpe. Hornsbys also have an almost identical vehicle, G276 VML, ex-London Buses.
- Back (lower) : 56097 is standing on the site of the long - since closed 'old' Scunthorpe Station.

All Photographs by Richard Belton

LINCOLNSHIRE & HUMBERSIDE TRANSPORT REVIEW

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** 24 PAGE ISSUE **

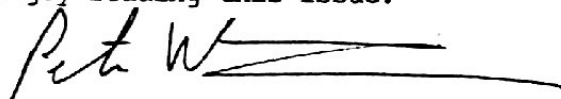
EDITORIAL

I must begin this editorial by apologising to readers for the late arrival of this edition of L & HTR, publication of which was delayed due to my awaiting some late news items.

Last month I mentioned that we are always seeking ways of improving the magazine. One of our readers has commented that the magazine is becoming "too bus orientated". Indeed having looked back over the previous editions I would agree. Unfortunately with the exception of the excellent contributions provided by John Nicolson and David Agness and occasional others, the amount of information about railway topics I receive is a little 'thin on the ground'. I would therefore be pleased to receive any rail news items from the Lincoln and west and south Lincolnshire areas.

As always, any comments about the magazine are always gratefully received as these will enable us to improve future issues.

Thanks to all who have contributed to the magazine, and I hope that everyone will enjoy reading this issue.



Peter Wombwell
Editor, L & HTR

THANKS: The Editor would like to thank the following for their help with this issue of L & HTR: D. Agness, M.F. Barratt, R. Belton, A. Cartwright, N. Drewry, B. Gregg (Brylaine Travel), M. Hall, P.N. Hill (RoadCar), M. Hunt (Hunt's Coaches), Dr. J.D. Jennison, D. Kaye, R.Kime & Co., Lincolnshire County Council (Transportation Department), S. Mickleburgh, J. Nicholson, J. Pauling, J.H. Price, R. Pudsey, P. Shipp (EYMS), H. Delaine-Smith (Delaine Coaches Ltd.), R.L. Waite, Waterman Railways.

SUBSCRIPTIONS: New Subscribers to L & HTR are always welcome. Cheques/Postal Orders for £5.00 should be made payable to: L & HTR. Existing Subscribers are requested to renew their subscriptions promptly when due.

CONTRIBUTIONS: The Editor welcomes articles and news items about rail, bus, coach, tram, trolleybus, ship and air services in the counties of Lincolnshire and Humberside. Where possible these will be included in the next issue of the magazine or in a future edition. The Editor reserves the right to alter and refuse any material containing political or otherwise controversial comments and any item likely to cause offence to either operators or individuals. The opinions stated within are not necessarily those of the Editor, The Committee or the Society as a whole.

ITEMS FOR INCLUSION IN THE NEXT ISSUE (May/June) MUST REACH THE EDITOR NO LATER THAN:

TUESDAY, MAY 9th, 1995

NEW SUBSCRIBERS: We would like to offer our warmest welcome to the following new subscribers: VR Enthusiasts Society, A. Kirk, J.P. Longbottom.

RAILWAYS



RoadCar's Plaxton bodied Leyland Tiger 421 (KIB 6620) stands at Thorpe Culvert station on Saturday, January 28th, on the 1249 Boston to Skegness rail replacement service (see text below).

Photo: P. Wombwell

Train services were suspended between Skegness and Boston from 1830 hs on Saturday, January 21st until 0600 hs on Monday, January 30th, to allow for essential engineering work to take place in the form of timber replacement on the Grand Sluice railway bridge which takes the branch over the River Witham. RoadCar provided replacement services using "Coachlink" Leyland Tigers viz; 418 (HIL 8418), 420 (HIL 8420), 421 (KIB 6620), 441 (XPM 41) and 442 (XPM 42). On the evening of Sunday, January 29th, 31146 travelled 'light engine' along the branch on a trial run prior to services commencing the next day. (PW)

In a further run down of facilities, the fuelling point at Cleethorpes has been closed. All modern units have a two day range between refuelling, and clearly rosters are such that Cleethorpes layovers are on the intermediate day. The nearest fuelling facilities that are used by the sets which lay over at Cleethorpes are at Sheffield and Nottingham. (JN)

Loadhaul was to close the train crew base at Scunthorpe in March, after which all freight trains to and from the town were to be worked by crews from Immingham, Rotherham and Teeside. (JN)

As an economy measure, Regional Railways has confirmed that Market Rasen station may become destaffed from May. (PW)

As part of the 150th anniversary celebrations for the Hull - Scarborough and Malton lines, it is hoped to run a steam special over the westward freight line from Saltend. (PW)

The local council have agreed to the demolition of the signalbox at Littlefield Lane in Grimsby. It was made redundant three years ago following the installation of automatic barriers. (PW)

Unfortunately, the three excursion trains which Waterman Railways intended to run to Skegness at the end of August (L & HTR Sept/Oct 1994 p 89) will not be operating. Phil Redeyoff, Executive Director of Marketing and Sales, Waterman Railways, commented, "It was in our minds to run tours to many seaside resorts, including Skegness. On investigation, the financial implications were too daunting at this stage in the evolution of the company. We decided to concentrate on our core business for sound commercial purposes." They will, however, be operating two excursions from our area;

- July 25th : Lincoln - Paignton
- Sept 26th : Lincoln - Ruabon

Should anybody require further information about these excursions, please telephone:
01543 419472

Two excursions destined for Lincolnshire are "The Lincolnshire Coast Express" on April 22nd from Hooton to Skegness and a special to the Spalding Flower Parade on May 6th from Morpeth. (PW)

Dissension in the ranks of the Louth to Grimsby preservationists has led to a plan to sell off their land at the Louth and Waltham ends of the line to finance the relaying of 1½ miles of rail between Ludborough and North Thoresby. Chris Shaw (the Company's Managing Director) stated that no capital in the form of a public share issue could be raised until they could prove that they were operating trains. On a happier note, Chris Shaw says in the Society's newsletter, "I am pleased to say that the site at Ludborough is beginning to take on the appearance of a railway, even if only in a small, but steadily expanding way. With the latest arrivals, Mk2A Coach FK No. 13444 and the Ruston 0-6-0 ex Departmental No. 97650, plus Clas 08 Ex BR D3167, space is becoming a premium and stock movements a bit of a problem." (DK & PW)

A recent telephone poll on ITV's Teletext service asked if the railways should be renationalised. Of the 4,124 calls, 86% voted yes and 14% no.

Ex Lincolnshire Road Car 1905 is seen here at Halifax, Nova Scotia, Canada which has been its home since 1984. It was joined by 1919 (on the left) in May 1991.
Photo: VR Enthusiasts Society



ROAD CAR

"New" vehicles

2/95	456 (PIW 4456)	Ld TRCTL11/3R	8200916	EL	B13703	DP57F
"	457 (PIW 4457)	"	"	"	B13702	"
"	458 (AKG 213A)	"	8200640	"	B13701	"
			8301242	"	B13701	"

These are of course the three chassis that were sent to East Lancs last October. They were delivered on 17/2/95 (458), 18/2/95 (456), & 23/2/95 (457). 456 joining 457/8 at Scunthorpe on 21/2/95 after spending a few days at Lincoln. 458 (AKG 213A) entered service on 1st March, and 456/7 followed about a week later. The body styles are identical to 451-4 with the emergency exit, one bay forward of the rear of the vehicle, not right at the back as on 455. The destination area appears at first glance to be different due to the small panels either side being in white rather than black as on 451-5. The grille pattern is identical to that on 455, although the livery layout (albeit with Humberlink lettering) is as on 451-4. 457 (PIW 4457) was delivered with a white grille but this was painted black before it entered service.

Acquired

Correction - 1323/6 (RDX 13/6R) have not been acquired, and both remain with Ipswich.

1/95	56 (D456 BEO)	Dodge S56	216443	EL	A6923	B22F - Preston Buses 6
"	110 (D310 MHS)	"	215803	Ar	AM11/1186/10	B21F - Strathtay
"	382 (G882 WML)	Rt S75	?	RB	?	B31F - London Buses RB12
"	1422 (ULS 335T)	Ld PSU3E/4R	?	Ar	?	B53F - Strathtay
2/95	292 (PNW 605W)	LN2 NL116L11/1R	07104	-	-	B52F - Keighley & District
"	296 (UWY 76X)	"	07676	-	-	" - " " "
2/95	1326 (RDX 15R)	- corrected date from last notes.				
2/95	1328 (SDX 28R)	LD AN68A/1R	?	Roe	?	H43/29D - Ipswich 28 #
3/95	59 (D459 BEO)	Dodge S56	216355	EL	A6921	DP22F - Preston Buses 9
"	2310 (SPC 270R)	LN 10351A/1R	04502	LN	-	B41F - South Riding

#: Previously named "Spinaway C"

Withdrawn

1/95	45 (C245 OFE)	MB L608D/RB	-	from GR
"	2847 (KDW 352P)	LN	-	" LI - after accident damage
2/95	47 (C247 OFE)	MB L608D/RB	-	" LI
"	48 (C248 OFE)	"	-	" LI
"	1410 (XVL 861S)	Ld PSU3/Pn	-	" SC - after short term loan to SK during 2/95 !
"	1939 (AFE 571S)	B1 VRT/ECW	-	" LI

Disposals

! : Standing in for 427 (KIB 6527) whilst it was being repaired following an accident.

1/95	1935 (YFE 293S)	-	PVS, Carlton (Qs)
"	2847 (KDW 347P)	-	" " "
2/95	45 (C245 OFE)	-	Jackson, Bicknacre (EX)
"	47 (C247 OFE)	-	Wayland, Beccles (NK)
"	48 (C248 OFE)	-	" " "
"	1050 (SVL 835R)	-	PVS, Carlton (Q)
"	1052 (SVL 837R)	-	" " "
"	1936 (VJA 667S)	-	" " (Qs)

On loan - from Yorkshire Traction (B) 201/4/14

1/95	201 (EDT 201V)	LN2	NL116L11/1R	06687	B52F
"	204 (EDT 204V)	"	"	06690	"
"	214 (EDT 214V)	"	"	06746	" - last minute replacement for 2847

Re-registered

2/95	417 (BFW 233W)	to	MSV 927
"	439 (YTC 49)	to	MSV 922
"	440 (1737 HE)	to	IIL 6440
"	456 (BDF 204Y)	to	PIW 4456 - Official date (Corrects Jan/Feb notes)
"	457 (IIL 6440)	to	PIW 4457 - " " " " " " " "

LRCC notes Mar/Apr 1995 (contd)Converted

1/95	1971 (HWJ 924W)	from	C043/31F	to	H43/31F	
2/95	56 (D456 BEO)	"	B22F	"	B25F	
"	1325 (RDX 15R)	"	H43/29D	"	H43/32F	
"	1328 (SDX 28R)	"	"	"	"	
"	1456 (AVL 745X)	"	DP47F	"	B53F	- Bristol VR seats used

Repaints

The standard mini/midi bus livery has for some time been mainly white with thick green & yellow bands at skirt level, and thinner one's above the window line. Those lower than 25 seat capacity usually have "RoadRunner" logo's just in front of the cab/door. Those above 25 seats have "RoadCar" fleetnames.

6/94	386 (G886 WML)		2/95	457 (PIW 4457)	- Humberlink
1/95	13 (D103 DAJ)		"	458 (AKG 213A)	- "
"	27 (E287 OMG)		"	1301 (LJA 609P)	- After body overhaul
"	28 (E205 OMG)		"	1328 (SDX 28R)	
"	110 (D310 MHS)		"	1422 (GLS 335T)	
"	382 (G882 WML)		3/95	59 (D459 BEO)	
"	1971 (HWJ 924W)	- RoadCar	"	1309 (UBV 85L)	- Guide Friday livery
2/95	14 (D577 NNS)		"	1318 (DBV 198W)	- " " "
"	456 (PIW 4457)	- Humberlink	"	1325 (RDX 15R)	

Transfers

1/95	29 SC to D/L	1/95	416 LI to D/L	2/95	292 -- to D/L	2/95	1925 LI to D/L
"	49 NE to D/L	"	1422 -- to D/L	"	296 -- to D/L	"	1971 D/L to LO
"	56 -- to D/L	"	1948 GA to NE	"	439 D/L to NE	"	1977 LO to NE
"	110 -- to GY	"	1972 NE to GA	"	440 D/K to NE	3/95	456 -- to SC
"	127 GY to SC	"	6 SC to LI	"	602 SC to D/L	"	457 -- to SC
"	201 YT to LI *	"	9 SC to NE	"	1301 D/L to SK	"	458 -- to SC
"	204 YT to LI *	"	14 SK to LO	"	1302 NE to D/L	"	1328 -- to LI
"	214 YT to LI *	"	29 D/L to LI	"	1325 -- to LI	"	1476 D/L to NE
"	382 -- to CT	"	49 D/L to LI	"	1483 NE to D/L	"	1925 D/L to LI
"	386 CT to LI	"	56 D/L to SK	"	1911 NE to GR		1421 LI to SK
							1422 LI to SK

* - on loan

General

602 (B502 FFW) came off the road for body overhaul at the end of February, while 601 carried on until early March. Since entering service in June 1985 they have covered approximately 600,000 miles each, and after a much needed body overhaul (which will include the lowering of the rear registration plate box to accommodate an advert) they are both to go to Grantham for the 601 Lincoln - Grantham service. They must be one of the most reliable batch of vehicles LRCC have ever had, as they have hardly ever seemed to be off the road.

2847 (KDW 347P) was written off in mid January after being blown off the road, and into a tree by high winds near Lincoln.

427 (KIB 6527) had its front windscreen badly damaged at Skegness depot, also during January, after sliding on black ice, and hitting a brick wall.

2318 (LFW 326) a former LRCC Lodekka was featured in one of the excellent "Classic Trucks" programme's on Channel 4 on 24/1/95. Extensive footage was shown of the vehicle travelling between Ingham and Lincoln on route 103 Scunthorpe - Lincoln. Apparently it was filmed last October, just after 2318 had been repainted. Does this mean we can look forward to seeing it on some rallies this coming season?

14 (D577 NNS) is the first minibus to be allocated to Louth.

New blinds, with yellow numbers on a black background were fitted to all Scunthorpe vehicles during January.

1410 (XVL 861S) was used for a short while prior to withdrawal, at Scunthorpe, after its return from Skegness.

wef 21.02.95, new service X16 "Fastlink" between Lincoln City Bus Station and the Birchwood Estate. Hourly, Saturdays only. (PW)

wef 27.02.95, new service 12. Schooldays only ex Louth (Monks Dyke School) 0804 via Grimoldby, Manby, Great Carlton, Alford, Maltby, Legbourne to Louth (Bus Station). One return journey, ex Louth (Bus Station) 1500. (PW)

wef 03.03.95, Skegness - FunCoastWorld shuttle recommenced, Friday, Saturday, Sunday and Monday only (Daily from 24.03). 30 minute frequency. (PW)

wef 10.03.95 after several years, RoadCar have recommenced operating services to Anderby Village and Anderby Creek. On Fridays only the 0855 ex Alford - Skegness (90A), 1220 ex Skegness - Mablethorpe (90) and the 1610 ex Mablethorpe - Skegness (90) journeys all operate via Anderby Village and Anderby Creek. (PW)

STAGECOACH

GRIMSBY / CLEETHORPES TRANSPORT by Steve Mickleburgh

New Vehicles: A substantial number of new vehicles are due in the 1995/6 financial year. The exact number and type(s) of vehicles have not been revealed to me yet, as some may be allocated elsewhere in the group if traffic needs arise. Conversely, I am told, more could come to GCT if our traffic needs warrant it !

Repaints: The following have been repainted into Stagecoach livery;

September 1994: 189 (PSU 764) at East Midland, 91 (J91 DJV), 183 (PJI 4314) Tidied up for MOT, 177 (OJL 822Y) at East Midland after accident repairs). **October 1994:** 29 (E929 PBE), 78 (F78 TFU) retaining rear advert. **November 1994:** 92 (J92 DJV), 45 (E45 HFE), 79 (G79 VFW). **December 1994:** 46 (E46 HFE), 93 (J93 DJV). **January 1995:** 47 (E47 HFE), 94 (J94 DJV). **February 1995:** 83 (H843 BEE) Current occupant of paintshop.

Vehicles Re-registered: 28.10.94 - 191 is now A243 YGF.

Vehicles Withdrawn: 120-124 (OJV 120-124S) Fleetline/Roe H45/29D. These are the last of the 's' registered batch and were withdrawn on 04.03 due to service reductions on the 3F, 4 and 4X routes wef 06.03.95.

Vehicles on Loan: 47 (E47 HFE) is currently on loan to East Midland (wef 17.02.95). 178 (PSU 787) replaced Cumberland 109 (WLT 706) Leyland Tiger/Plaxton on 19/02 at Hull Kingston Rovers Rugby League Ground when the latter suffered engine failure. 178 returned by 23.02 from Whitehaven.

Disposals: 107 (KBE 107P) Wigsley, Carlton (Dealer). 112 (MBE 612R) Kime, Folkingham. 115 (MBE 615R) Wigley, Carlton (Dealer). 116 (MBE 616R) Stephenson, Rochford, Essex. 171 (NVJ 217R) Evans, Tregaron via Wealden PSV. 179 (E511 RFU, PS 2045, E-HFW) Moordale as IIL 9170. 182 (F637 UBE, PSU 764, F-RTL) Moordale as IIL 9171. 183 (F638 UBE, PSU 443, F-RTL) Bassett, Tittensor. 35 (C35 MFW) Hammer & Clayton, Eccles.

Service 909: Coaches dedicated to this service and with apt destination blinds are; 177, 183, 187-90 and 193.

Day Rover Tickets: There are now two types available;

DAYRIDER (£1.60) Valid on services within Grimsby, Cleethorpes and the surrounding area as far as Great Coates and New Waltham.

COUNTRYRIDER (£2.60) Valid on all services, so includes Immingham, Holton-le-Clay and Louth.

Readers may be interested in the vehicles driven by your correspondent in 1994, and the number of times with each. Here goes:- 82 (19 times); 82 (18); 9,73,75,76 (17); 8,93 (16); 121 (15); 59,78 (14); 74,77,79,80,83,84,92,94,129 (13); 1,4,27,81 (12); 30,63,64,85 (11); 5,6,65,69,71,128 (10); 3,60,61,67 (9); 29,68,72,124 (8); 7,34,66,122,127 (7); 2,28,120,123,125 (6); 33,70,126 (5); 31,45,48,49 (4); 26,62,103 (3); 32,56,57 (2); 47,51,58 (1).

KINGSTON UPON HULL CITY TRANSPORT

154 (F154 HAT) has a rear end advert for Kingston Car Sounds. (DK)

Stagcoach liveried vehicles have been noted in Hull recently. These are Volvo B10Ms with Alexander bodies and are on loan from Stagecoach Ribble. There are ten of these, viz; L339-44 KCK, M411-14 RRN. (PW)

The Editor wishes to express his thanks to KHCT for the above news item and also for the latest fleet list shown below.

KINGSTON-UPON-HULL CITY TRANSPORT (KHCT)

Coaches - Kingstonian

Midi	Swift/Reeves Burgess	71	1	
SD	Dorchester/Plaxton	42,43	2	
SD	Javelin/Plaxton	53,55	2	
SD	B10M/Plaxton	50,51,52,56,204,205	6	11

Handyrider

SD	National 2	60	1	
SD	Lancet/Duple	61	1	2

Type	Make/Model	Fleet Nos	Total	Fleet Total
Buses				
Mini	Iveco/Robin Hood	601-603,605,608,609, 611-615	11	
SD	N112/East Lancs	701-706	6	
DD	Dominator/W Alexander	106-110	5	
DD	Dominator/East Lancs	111-113,122-125,128, 129,131-157	36	
DD	Metrobus	505-507,509-530	25	
DD	N113/East Lancs	801-816	16	99
				<u>112</u>

EYMS

Following a reorganisation of services in Hull, a number of East Yorkshire Routemasters have been withdrawn from service. Peter Shipp, EYMS Joint Managing Director commented, "Essentially KHCT will be regaining a little of the ground that they lost during the competition of the last two years although I am pleased to say that East Yorkshire will retain a much higher market share than it started with in the Summer of 1992. These changes do not mean the end of Routemaster operation in Hull - Routemasters will remain on services 56/56A (Bus Station - Asda and Bus Station - Fleet Estate) we shall be retaining 10 buses for this purpose. However, we have withdrawn Routemaster operation from North Hull services 3, 4 and 5 and these have been replaced by East Yorkshire "conventional" buses. The problem is not one of lack of continuing commitment to crew operation using this type of bus - however, because KHCT are using one man buses the main advantage of crew operation is actually becoming a disadvantage in that our buses are catching up with the KHCT vehicles ! These considerations do not apply to Holderness Road where we still believe that the Routemaster operation will allow us to retain an advantage by virtue of the speed of operation into the City centre."

The Routemasters retained for services 56 and 56A are; 801, 802, 806, 808, 809, 812, 813, 816, 817 and 819. Only one of the ex Gash/RoadCar vehicles has been withdrawn, 810. The oldest Routemaster 813 (dating from 1959) remains in service.

Bristol VR 729 (CPT 729S) is now called the "Tiger Bus" being in tiger stripe all over livery except for the front end. It is covered with small ads. varying from Hull University to a Job Centre. It is sponsored by Hull AFC and bears the motto: "Catch a Tiger by the tail." (DK)

Acquired : 63 (G931 PNV) a Volvo B10M Expressliner ex Premier Travel.

Withdrawn : Bristol VRTs 718 (BPT 918S) and 792 (BRF 692T). Also withdrawn are Atlanteans 877 (KSA 182P), 878 (KSA 186P), 942 (JJG 942P) and 943 (JJG 3P). Interestingly, one of the oldest vehicles in the fleet (excepting the Routemasters and Preserved vehicles) survives. 872 (PRH 246G) a Roe-bodied Leyland Atlantean PDR1A/1 was acquired from Connor & Graham in February 1993, and was new in 1968.

BRISTOL VR ENTHUSIASTS SOCIETY

The Society was formed in October 1993 by enthusiasts actively interested in the continuing operations and operators of Bristol VRs. One intention of the Society is to keep track of the dwindling numbers of Mk I and Mk II series so that our members will be able to track them down for photographs or travelling on.

The Society publishes a bi-monthly Newsletter detailing the latest developments including VR acquisitions, disposals and unusual workings or events. To achieve this we need an input from our members with any relevant information, observations, photographs etc. help us keep track of the VRs.

As the Society develops we hope that the funds and the enthusiasm exists to preserve one or more of the early examples of VR. As more of these veterans are either scrapped, converted or even exported, we feel that at least one vehicle should be preserved for future generations to enjoy.

Subscription rates are; £5 (adult), £3.50 (Child/OAP) and £8 (Family).

For further information, please write to: **Mr. G. Crowther, Chairman, VR Enthusiasts Society, 69 MacDonald Road, Lightwater, Surrey. GU18 5XZ.**

OTHER BUS OPERATORS

(33)

BARNARDS (Kirton in Lindsey): wef 10.02.95, withdrawal of Kirton in Lindsey - Scunthorpe service means the end of stage carriage operations by this firm. (DK)

BRYLAINE TRAVEL (Boston, Skegness & Coningsby): wef 02.02.95 new schooldays service from Old Leake - Butterwick, ex Old Leake (Giles School) 0828, one return, ex Butterwick (Primary School) 1515.

wef 27.02.95 new college days service, ex Sutton Bridge 0738 via Holbeach to Boston. One return journey, ex Boston (College) 1715.

Scrapped Vehicles: UUY 786R (Bedford/Plaxton) and UTG 312S (Bedford/Caetano).

Vehicles Sold: B681 DVL (Auwaerter Neoplan) to Baileys.

Vehicles Acquired: C603 NPU (Ford Transit/Carlyle) from Midland Fox (603). C62 LHL (Ford Transit/Carlyle) ex Associated Coach Investments, Worcester. C572 TUT (Ford Transit/Carlyle) from ?. LJX 401W (Ford/Plaxton) ex Sanders, Holt. NBF 744P (Ford/Duple) ex Sanders, Holt. JAF 208W (Ford/Plaxton) ex O.J. Hambly & Sons, Pelynt, Cornwall.

BRYLAINE TRAVEL FLEET LIST (Correct as at 01.03.95)

The Editor wishes to thank B. Gregg (Brylaine Travel) and A. Cartwright for their assistance with compiling this fleet list.

CNG 525K	Bristol LH6P	ECW B45F
DLJ 112L	Daimler Fleetline CRL6	Alexander AL H43/31F
DLJ 118L	Daimler Fleetline CRL6	Alexander AL H43/31F
DLJ 119L	Daimler Fleetline CRL6	Alexander AL H43/31F
URN 154R	Bristol VRT/SL3/6LXB	East Lancs. H43/32F
URN 155R	Bristol VRT/SL3/6LXB	East Lancs. H43/32F
URN 158R	Bristol VRT/SL3/6LXB	East Lancs. H43/32F
PJV 36S	Ford R1114	Plaxton Supreme III C53F
BRO 486T	Ford R1114	Plaxton Supreme III Express C53F
OGU 131	Leyland Leopard PSU5C/4R	Duple Dominant II C50F
GBH 511T	Bedford YMT	Duple Dominant II C57F
YNY 586T	Bedford YRT	Willowbrook C52F
YJL 655T	Bedford YMT	Duple Dominant II C53F
KIB 6844	Bedford YLQ	Duple Dominant II C45F
GIM 123T	Bedford VAS5	Plaxton Supreme IV C29F
JDB 939V	Ford R1114	Plaxton Supreme IV C53F
CJL 639V	Bedford YMT	Plaxton Supreme IV Express C53F
DJL 581V	Bedford YMT	Duple Dominant II C53F
JRF 161V	Bedford VAS5	Plaxton Supreme IV C29F
HVU 81V	Ford R1114	Plaxton Supreme IV C53F
WIA 7680	Ford R1114	Plaxton Supreme IV C53F
GDO 27W	Ford R1114	Duple Dominant II C53F
LNU 577W	Bedford YMT	Plaxton Supreme IV Express C53F
MUT 777W	Bedford YMT	Plaxton Supreme IV C53F
YDM 354W	Ford R1114	Duple Dominant II C53F
JCT 73W	Ford R1114	Duple Dominant II C53F
ENP 666W	Bedford VAS5	Plaxton Supreme IV C29F
ACX 783Y	Ford R1114	Duple Dominant IV C53F
A680 JCM	Ford Transit	Ford M12
A820 LEL	Quest VM 80	Plaxton Paramount 3200 C53F
KSU 363	Bedford YMT	Plaxton Paramount 3200 III C53F
XNK 199X	Ford R1114	Plaxton Bustler B47F
ODJ 587W	Ford R1114	Duple Dominant C53F
ODJ 593W	Ford R1114	Duple Dominant C53F
VUR 118W	Ford R1114	Duple Dominant B55F
ODJ 599W	Ford R1114	Duple Dominant C53F

E903 DRG	Ford R1114	Plaxton Panorama Elite III C53F
OJS 27T	Ford R1014	Duple Dominant C45F
LTG 278X	Ford R1114	Plaxton C53F
HVU 81V	Ford R1114	Plaxton C53F
C603 NPU	Ford Transit VE6	Carlyle B20F
C62 LHL	Ford Transit	Carlyle C20F
LJX 401W	Ford R1114	Plaxton C53F
NBF 744P	Ford R1114	Duple Dominant C53F
USO 184S	Ford R1114	Alexander AYS B53F
JAF 208W	Ford R1114	Plaxton Supreme IV Express C53F
C572 TUT	Ford Transit	Carlyle B12F

CAVALIER SMALL PARTY TRAVEL (Long Sutton): wef 14.02.95 new service on Tuesdays and Fridays only, ex Goseberton Bank via Surfleet to Spalding. One return ex Spalding 1330. (PW)

DELAINE (Bourne): It is with great regret that we report the death of Hugh Delaine-Smith MBE. A tribute to him has been printed on page 48.

Two new double-decks were added to the fleet in February. They are 116/7 (M1/2 OCT), both long-wheelbase East Lancs. bodied Volvo Olympians. (PW)

EVERETT (Atterby): This operator now uses the City Bus Station in Lincoln as opposed to Tentercroft Street Car Park. (DK)

FISHER (Skegness): Has resumed operations using Ford/Plaxton NWB 605P, ex Barnards, Kirton in Lindsey. (PW)

GRAYSCROFT (Mablethorpe): Leyland Tiger RJI 1654 has been involved in a road accident and has had its Duple Laser front end replaced by a Duple 340 one. (DK)

Leyland Leopard PNW 305W has been re-registered as TJI 1670 (apparently the new acquisition for which this was reserved has not materialised). (DK)

HUNT (Alford): Withdrawn are : NDX 579 (originally JOX 447P), Leyland PSU3C/4R/Plaxton C47F and NHH 406P a Bristol VRT/SL3/6LXB with ECW H43/31F body. (DK)

NB - Bert, the 88 year old conductor is still going strong on the Wednesdays Alford - Louth service ! (DK)

KIME (Folkingham): wef 04.03 new service Sleaford - Stamford. One journey each way.

Disposals: THM 526M, sold 11.94 to Big Bus Co. London. THM 530M, sold 01.95 to Big Bus Co. London. RCH 518F is now with preservationists in Derby. (DK)

COMPLETE FLEET LIST SHOWN ON PAGE 35

PATHFINDER (Newark): Sadly, the S7L service (See LHTR Nov/Dec 1994 p110) was withdrawn between Lincoln and Collingham wef 27.02.95. The only two bus routes between Lincoln and Newark are; RoadCar 87 (Lincoln - Bassingham - Newark) Mondays to Saturdays, and Appleby's (Lincoln - Eagle - Newark) on Wednesdays and Fridays. The S7L continues to operate between Newark and Collingham only. (PW)

PRIDE OF THE ROAD (Hull): Now operating in Hull are newly acquired DAF Ikarus B49F buses, registered M831-3/5/6 RCP. All (apart from M832 RCP) are in white livery with black fleet names. M832 RCP is in the normal orange and white livery. They operate on services 5, 8 and 640. (PW)

WILFREDA BEEHIVE (Adwick le Street): This operator now uses the Bus Station in Gainsborough.

R. KIME & Co. FLEET LIST Correct as at 12/11/94

Current Reg.	Previous Reg.	Type	Bodywork	New	Previous Owner
SJI 3636	PRG 122J	Daimler Fleetline	CRG6LXB-33 Alexander H48/37F	1971	Mowat & Williamson, Gauldry 12/84
SJI 6321	KON 306P	Daimler Fleetline	FE30ALR MCW H44/33F	1976	WMPTTE 3/89
SJI 6322	MBE 612R	Daimler Fleetline	FE30AGR ROE H45/29D	1976	Grimsby/Cleethorpes 3/94
SJI 6323	THX 524S	Daimler Fleetline	FE30ALR(SP) Park Royal H44/24D	1978	London General 6/92
SJI 6567	YVN 515T	Daimler Fleetline	FE30AGR Northern Cts. H43/31F	1978	Cleveland Transit 7/90
SJI 6568	YVN 518T	Daimler Fleetline	FE30 AGR Northern Cts. H43/31F	1979	Cleveland Transit 7/90
SJI 6569	LHG 439T	Bristol VRT/SL3/6LXB	ECW H43/31F	1978	Nottingham Omnibus 9/94
SJI 6570	JKW 299W	Leyland Atlantean AN68B/1R	Alexander H45/29D	1981	SYPTTE 10/91
SJI 6571	GTX 749W	Bristol VRT/SL3/50L	ECW H43/31F	1981	Red & White 7/94
CKC 308L		Daimler Fleetline	CRG6LXB MCW H43/32F	1973	Merseyside 4/87
GMS 283S		Leyland Leop.	PSU3E/4R Alexander B53F	1978	Kelvin Scottish 11/87
FCT 703V		Bedford YMT	Plaxton Sp. IV Ex C53F	1981	New 6/80
JCT 257W		Bedford YMT	Plaxton Sp. IV Ex C53F	1981	New 2/81
KVL 442Y		Bedford YMT	Pxn Para. 3200 Ex C53F	1983	New 1/83
B193 DVL		Bedford YMT	Pxn Para. 3200 Ex C53F	1985	New 1/85
B705 GFE		Bedford YMT	Pxn Para. 3200 Ex C53F	1985	New 5/85
C925 WFO		Bedford YMT	Pxn Para. 3200 II C53F	1986	New 1/86
D345 KVE		Volvo B10M-61	Van Hool Alizee C53F	1987	Cambridge Coach Services 5/93
E686 BTL		Van Hool B10M-61	Pxn Para. III 3200 C53F	1987	New 7/87
E174 FFW		Dennis Javelin 12SDA	Pxn Para. III 3200 C53F	1988	New 3/88
F881 OTL		Volvo B10M-61	Pxn Para. III 3200 C53F	1989	New 3/89
F45 TMU		Volvo B10M-61	Pxn Para. III 3200 C53F	1989	Silverdale, Ruddington 1/93

The Editor wishes to thank R. Kime & Co. for the information provided to compile this fleet list.

LOCAL BUS SERVICES : REGISTRATION ACTIVITY JAN/FEB '95

Information kindly provided by R. Everett, Lincolnshire County Council Transportation Department.

BRYLAINE TRAVEL: Sutton Bridge/Holbeach/Boston. Contract into College converted to local service wef 27 February. Old Leake/Benington Seas End/Butterwick former school contract converted to local bus wef 6 February.

CAVALIER SMALL PARTY TRAVEL: New minibus service on Tuesday and Friday into Spalding for settlements of Gosberton Bank and Surfleet Seas End commenced 14th February.

FOWLERS TRAVEL: Cancellation of Saturday morning shopping service from Quadring Fen/Gosberton Risegate to Spalding wef 25.03. Cancellation of 1740 hs workers journey Spalding to Gedney Hill, Mondays to Saturdays, wef 20.03. Cancellation of all day Saturday operation on Parson Drove/Spalding route which also has Wisbech connections, wef 20.03.

HODSON COACHES: From mid-March withdrawal of Waddington to Navenby section of Wednesday only journey into Boston.

ROADCAR: Service 97 extending to FunCoastWorld. service 90 extended on Fridays into isolated Anderby Creek. Provision of morning shopping facility to Skegness or afternoon shopping facility in Mablethorpe. wef 10.03.

SHAWS COACHES: Re-registration of Market Deeping - Spalding after award of 'Buslincs' contract.

AIR NEWS

by Malcolm Hall and David Kaye

CITY AIR BUS: Within a few days of City Air Bus announcing a new four times a day service from Humberside to Cardiff, via London City Airport, to commence on January 30th, the following day the Company ceased trading ! A City Air Bus aircraft was pulled off the Humberside Airport runway. This came as a shock to the airport authorities. Leigh Parish (their Business Director) stated, "They seemed to be doing very well. Last week the load factor on one flight was up to 68% - that's the sort of load you get on big commercial airlines." This is the fifth service linking Humberside to London since 1974 to be aborted !

NEW AIRCRAFT: Air UK are to re-equip their Amsterdam - Humberside - Aberdeen service with the new Fokker F-50s, turbo-prop highwing planes with 50 seats, at a cost of £9m. These replace the ageing Fokker F-27 Friendships that seated 44 passengers. So it is the end of the line for such UK aircraft that have included the G-BHMW ("Amy Johnson") and G-BHMX ("Fred Truman") The newest in the fleet is G-BMXD.

EURO DIRECT QUILTS TOO !: wef end of February 1995, Euro Direct withdrew from operating out of Humberside Airport after only six months, leading to the lay-off of cabin staff who live in Grimsby and Scunthorpe, as well as some ground staff. The last two routes will be Aberdeen and Brussels. High operating costs and landing fees are given as reasons for its withdrawal.

SHIPPING

by Malcolm Hall and David Kaye

DFDS's "Tor Dania" and "Dania Maxima" (on the Immingham/Grimsby - Denmark Route) are to be lengthened by 24m and 31.5m respectively. Both vessels should be back in service in Autumn ready for DFDS's new £20m ro-ro terminal at Immingham. Last year DFDS increased its trade by 15%.

TRAM AND TROLLEYBUS

by David Kaye and Michael Barratt

SANDTOFT NEWS

Last November the Sandtoft Transport Centre obtained from nearby Belton Parish Council their redundant Youth Club Premises. This was dismantled and it is hoped that it will be reassembled at Sandtoft by the end of this year. It will be disguised as the Axholme Stores as part of a projected street scene similar to those at Crich and Beamish, but in reality will be an exhibition hall.

The miniature railway was battery loco operated in 1994, but it is hoped that the steam locomotive will be in action this year now that its boiler certificate has been approved.

Some extra trolleybus Standard poles have been lifted from the streets of Bradford. About a dozen such poles are awaiting removal to Sandtoft.

The 1995 SANDTOFT GATHERING will take place on Sunday, 30th July

Trolleydays;

- Easter Sunday/Monday (16th & 17th April)
- V.E. Celebrations (7th & 8th May)
- Late Spring Bank Holiday (28th & 29th May)
- Fathers Day (18th June)
- August Sundays
- August Bank Holiday (27th & 28th August)
- September 24th
- Yorkshire Day (22nd October)

GRIMSBY LIGHT RAIL ? Although this may sound like an April Fool (It isn't !), political groups in Grimsby are calling for a Light Rail scheme to be introduced following the abandoning of the Phase 3 extension of Peakes Parkway Road. Does anyone know any more ? (PW)

SCALING THE HEIGHTS

Following David Kaye's article of the same title (L & HTR, JAN/FEB 1995 p2), reader J.H. Price has kindly written to us providing a few corrections;

1. The Scarborough South Cliff opened in 1875 not 1876.
2. Scarborough had a fifth cliff lift (the third in date, 1884) on the North Bay, further south than the 1930 North Bay lift, but it was dismantled after a big landslip and did not overlap the 1930/32 ones. I believe it was called the Queens Parade Tramway.
3. Saltburn was preceded by a vertical tower lift.
4. A postscript listing inland furniculars is worth adding. These are Bridgnorth, Shipley Glen, Caphouse (Colliery near Horbury open to visitors; furnicular is new and above ground); Llyngwern near Machynlleth (Centre for Alternative Technology); Windsor Safari Park (Closed at present but due to reopen as Lego World in 1996); and the temporary 1992 one at Ebbw Vale garden festival. There is also a private one in Aberporth, built c1954 at the Admiralty Test and Evaluation Centre (now renamed Royal Aerospace Establishment). There is a firm plan for a furnicular in the Cairngorms (to overcome queues at the chairlifts and skilifts), but the Falcon Cliff one in Douglas I.O.M. has closed and the hotel is being rebuilt as offices.



GONE BUT NOT FORGOTTEN (No. 4) : LOUTH RAILWAY STATION

The passenger station at Louth was without doubt the finest building on the East Lincolnshire Main Line. The architects, Weightman & Hadfield, designed and constructed the building in the 'Jacobean' style.

The first section of line to open was that between Louth and Grimsby on March 1st, 1848. The first train, a special from Grimsby for invited guests, operated between the two towns during September 1847 - ironically, the very last passenger train on the route was also a special between these two towns.

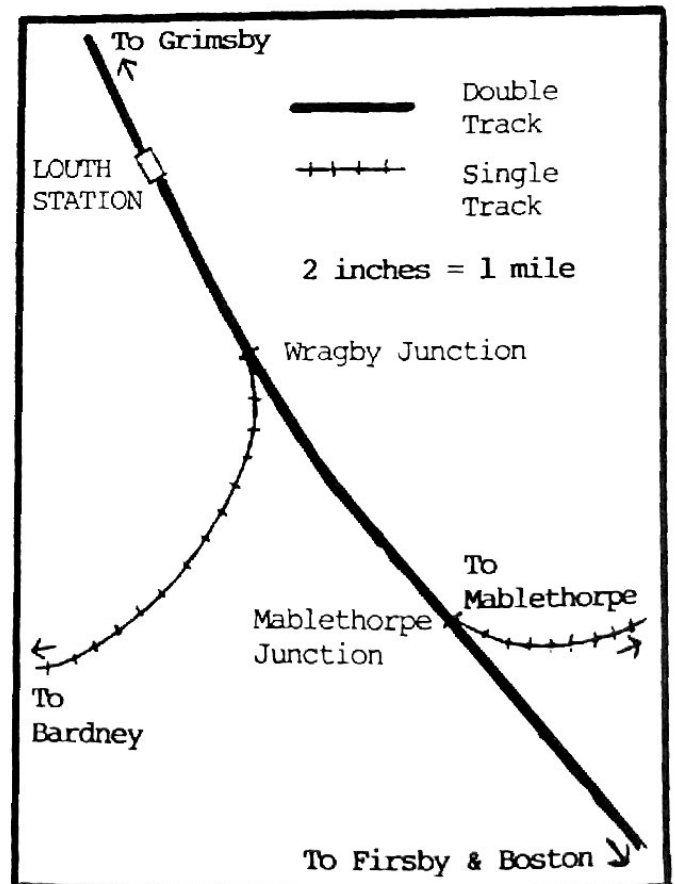
After opening, the first trains operated between Louth and New Holland Pier via Grimsby, five in each direction on weekdays and two on Sundays. The second section of the ELR opened between Louth and Firsby on September 3rd, 1848 and the final section between Firsby and Boston opened a month later. This allowed trains to run through from Grimsby to Boston, Peterborough and London.

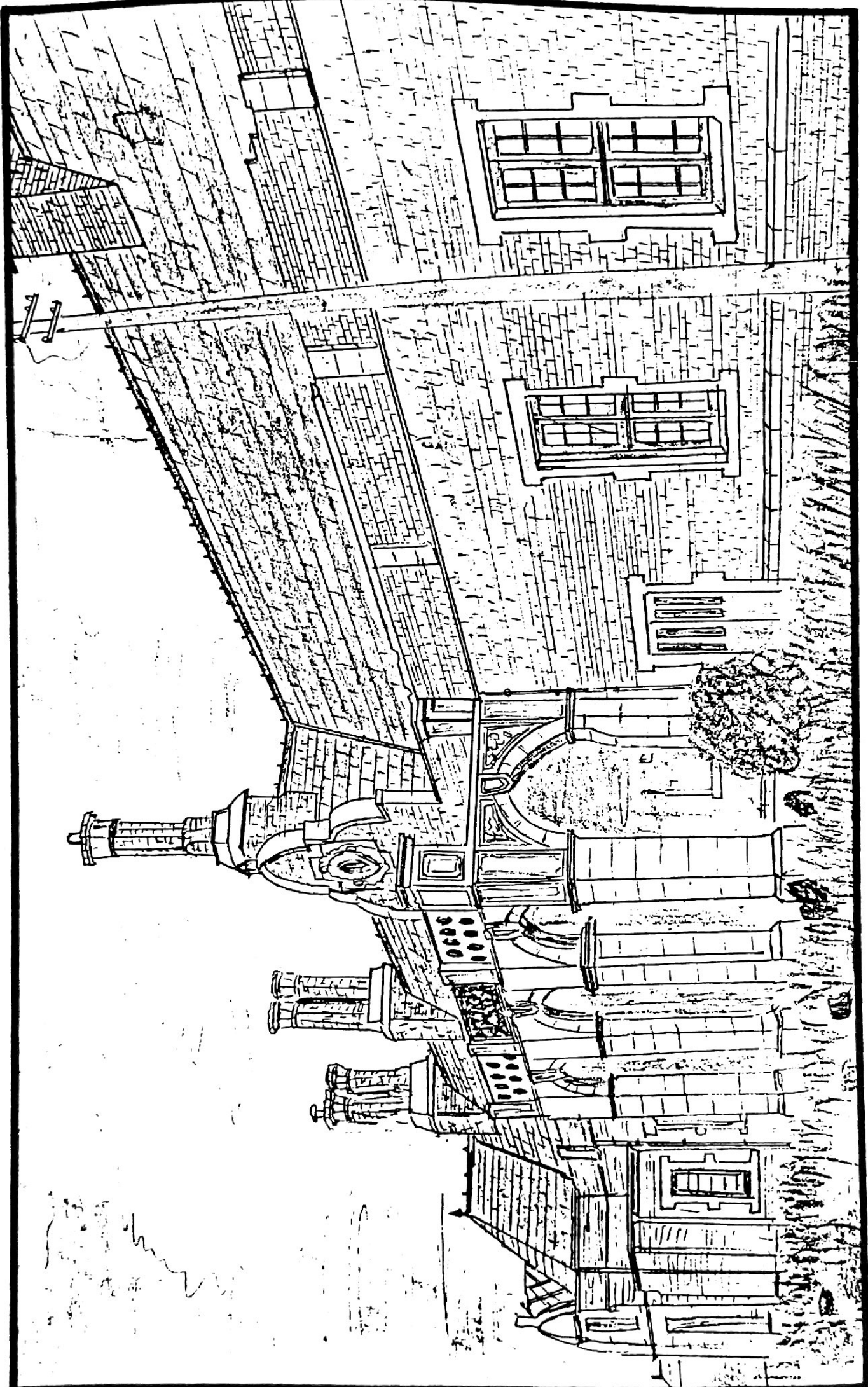
Half a mile south of Louth on the ELR, at Wragby junction, the last section of the Louth - Bardney line opened, that being between Wragby Junction and Donington on Bain, which opened to goods on July 26th, 1876 and passengers on December 1st of the same year. Passenger trains on this route would operate through journeys from Louth to Lincoln reversing at Bardney. About a mile south of Louth on the ELR, at Mablethorpe Junction, a branch was opened to Mablethorpe on October 17th, 1877.

The large station at Louth had four platforms. Number 1 was a north facing bay platform. No. 2 was used by Grimsby (northbound) trains. The other two platforms for trains heading south (Firsby, Boston, London, Mablethorpe, Louth etc.). An overall roof once covered platforms 2 and 3. Unusually for this part of the county, access to platforms 3 and 4 was gained by means of a subway. A nearby engine shed survived until December 1956. To the north of the station was a large goods shed and several sidings, some serving the nearby Maltings. Two signalboxes controlled movements, South Box (the smaller of the two) was actually located a short distance along platforms 3 and 4. North Box was located just north of the station just beyond the level crossing with Keddington Road.

The route from Louth to Bardney closed to passengers on November 5th, 1951, by which time there were only three trains in each direction on weekdays only. Although the average journey time between Louth and Lincoln using this route (75 minutes) was slightly quicker than most bus services, by this time Lincolnshire Road Car were operating six different services: 10, A, B, C, D & E, and no less than eleven through Louth to Lincoln services on Mondays to Fridays.. The Bardney route did remain open to goods until September 17th, 1956, when the section between Louth and Donington on Bain was closed to all traffic.

The next line to close was that between Louth and Mablethorpe, on December 5th, 1960. Ten years later, on October 5th, 1970, the main line from Firsby to Grimsby closed to passengers and to freight between Firsby and Louth. Louth to Grimsby remained open for the occasional freight train serving the maltings.

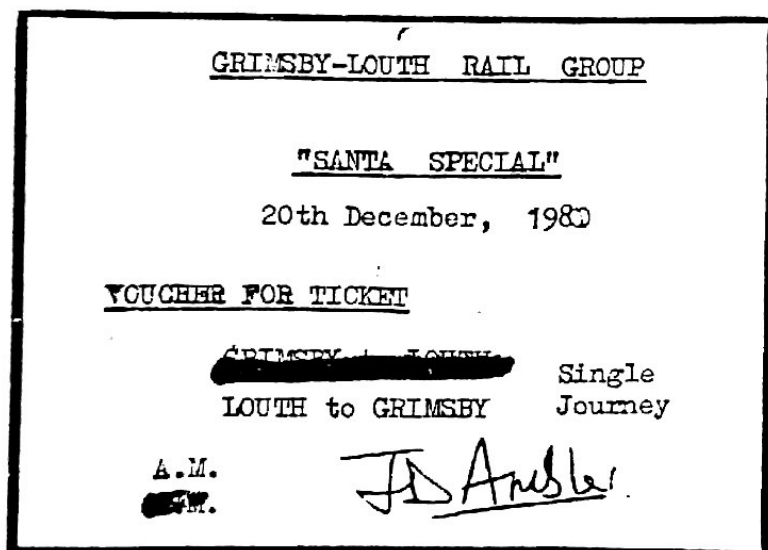




LOUTH STATION IN 1980
by Peter Wombwell



(ABOVE) A ticket from the very last passenger train to operate over the East Lincolnshire Main Line, an LSG Charter from Grimsby to London, King's Cross and return. This would have been the last train to use the line south of Louth.



(ABOVE) The very last passenger trains to leave Louth were in the form of two specials to Grimsby on December 20th, 1980, organised by the Grimsby - Louth Railway Preservation Society. By this time the station building at Louth was very run down and the only platform with track was the north facing bay (Platform 1). The building too was in a derelict state when I did the drawing on page 39.

The Grimsby to Louth section officially closed to all traffic on October 3rd, 1980, however, two months later, the Grimsby - Louth Rail Group organised two special trains in each direction between Louth and Grimsby on December 20th, 1980 (An article about this will appear in the Nov/Dec L & HTR marking 15 years of closure).

The Grimsby - Louth Railway Preservation Society originally intended to re-open the entire Louth - Grimsby route to passengers as a privately owned railway. Unfortunately, over the years, it became obvious that this was too ambitious and instead efforts are being made to reopen a short section between Ludborough and North Thoresby.

Whilst the engine shed and goods shed have long since disappeared the main station building in Louth still remains despite attempts by a property developer to have the building demolished, thankfully a Preservation Order prevented this taking place. It is being restored and converted into residential use, although progress to-date has been very slow. The once impressive view of the station from the approach road has have been blocked by the aforementioned developer surrounding this fine building with nondescript 'box' like brick dwellings.

Louth South Box and the buildings on platforms 3 and 4 have long since been swept away. However, the North Box survives, preserved by the Grimsby - Louth Railway Preservation Society.

PRIVATISATION PROCEEDS APACE by John Nicholson

Following something of a political fiasco over the proposed privatisation of the Royal Mail, in which that was abandoned, the previously not particularly imminent privatisation of Railtrack plc was brought forward to very imminent, probably for the simple reason that no legislation is required. However, the value of the Company was brought into question when the Rail Regulator ordered that Railtrack's charges to the train operators must be reduced with the result that there is no chance of Railtrack achieving an 8% return on its assets, which was the hitherto set target from the DoT.

In preparing the sale of the train operating businesses, the Rail Franchise Director is busy preparing the details of "Minimum Service Specifications" which is rapidly becoming a 'cause celebre' for opponents and sceptics since all so far announced specify less service than at present, and in turn we have witnessed the birth of the propagandist comment "The train operator is at liberty to operate more than the specified minimum and may well do so", or variations on that unquantifiable theme.

Through ticketing has been a hot potato for some time and there has now developed the concept of the almost 300 core stations from which the Franchise Director requires tickets to be obtainable to everywhere - though it seems that the ticket office will only have to be open for 8 hours per day. I have seen a list of core stations within Regional Railways North East. Predictably, it includes Hull and Grimsby Town. It also includes Cleethorpes and Beverley, not Brough, Bridlington or Goole. The most surprising aspect is that the list does not seem to include Scunthorpe, which seems to be in direct contravention to one of the principles on which a core station is selected - that of a location being a significant commercial centre.

Subsequent enquiries regarding Regional Railways Central reveals Boston and Lincoln to be on the list, as one would expect perhaps. Skegness and Spalding are not on the list. Grantham appears on the Inter City East Coast Main Line list, but Newark and Retford do not feature.

In the case of any non - core station, through tickets must be available to all stations served by through trains, including all types of ticket available for the journey. The most celebrated example of this phenomenon to date is that the ticket office at Gatwick Airport operated by Gatwick Express Ltd. must also sell the tickets - cheaper ones - of its competitor Network South Central - for the same route to London Victoria.

Ticketing requirements of non-core stations can be met entirely by on train ticket sales ie. there does not have to be a booking office.

STATION PUBS by John Nicholson

A company called "Head of Steam" has taken leases on buildings at both Cottingham and Bridlington stations and is to convert them to rail theme pub - restaurants, work apparently due to commence on them quite shortly. A less likely suggestion on the part of the company is that it will seek to bring train loads of people to sample its Bidlington establishment. (Editor's Note: I wish they would do the same at Skegness !)

PRISM DEVELOPMENTS LTD. by John Nicholson

Many bus companies have taken in opportunities which may arise on privatisation of rail services, but as the sheer scale of probable franchises becomes clearer - or less hazy the scale of commitment required seems to go beyond the financial abilities of all but the very large organisations - Badgerline and Stagecoach perhaps ?

A number of what one may call second division companies - a term I use relative to size, certainly not relative to standard of ethics or conduct - have formed a joint venture to pursue franchising possibilities. That organisation has been incorporated as Prism Developments Ltd., with the share of capital held in equal proportions by BlazeField Holdings, EYMS Group, Q Drive Holdings and Lynton Travel Group.

EYMS and BlazeField are the two larger companies in all terms of turnover, fleet and staff number.

The object of Prism is to "Acquire a portfolio of franchises of varying sizes which will provide returns in the form of dividends and a possible substantial capital gain to be realised through a stock market floatation."

EYMS has always been on the Government published list of parties interested in taking on passenger rail services since at the outset it declared an interest in the Hull - Scarborough line, and indeed, there is a company within the EYMS Group incorporated as East Yorkshire Railways Ltd. This consortium development creates a more realistic force in this environment though the combined size of the member companies, in terms of their total of 1,337 buses and coaches is very much less than that of Stagecoach with its reputed 20,000 vehicles.

With Stagecoach's record of failure with its two coaches on the back of 'someone else's' train, it will be interesting to see how successful Prism can be and whether it can take a lead in front of the larger rivals.

THE K - FILE by David Kaye

SIX WHEELS ON MY WAGON !

Twin axles in the front of public service vehicles was an idea that dated back to 1922, when a Bradford trolleybus, 522 (AK 9963), made its debut. A further attempt at trying out such a vehicle occurred in 1939 with London Transport's one and only Leyland 'Steer' trolleybus, 1671 (DTD 649).

However, the late 1930s did witness single-decker twin steer vehicles, notably the Leyland 'Gnu', of which seven entered service, mainly with the City Coach Company on their route from Southend-on-Sea to London. In 1940 a combined effort by Walter Alexanders and Leyland produced the 'Panda', but only three of this model ever saw the light of day.

In 1947 two Leyland PS2/10 'Tigers' with twin steer arrangements were sold to the Northern Ireland Road Transport Board, followed by a PS2/11 model for City Coaches. All three eventually lost their additional front axles and received double-decked bodywork ! The only link with our area in these early stages was that the PS2/11 became Barton's 794 (794 ARR), and spent much of its life stationed at Stamford, where it ran on local town service 8.

The Bedford VAL with its 40.6 cm diameter wheels made its debut at the 1962 Commercial Motor Show, its dimensions being 11m x 2.5m. It was designated the VAL 14 and was powered by a 9.8 litre Leyland '400' diesel engine. It weighed up to a maximum of 7,626 Kg. Basically it had been designed to combat a disaster on one of the new motorways resulting from a blow out on a front tyre. At that time, of course, there were no speed limits on the motorways in this pre-Castle era. I recall travelling along the fast lane of the M1 on a Midland Red CM5T at 85 mph in torrential rain at the time !

None of the prototypes came our way, but quite a number of the first production batch of 1963 did, including HEB 333 for Cater (of Wisbech), of which more anon. Blankney produced WCT 590 for his Gem fleet based at Colsterworth, whilst the Daisy Bus Company of Broughton, near Brigg, bought 22 EFW, the first of several to enter their small fleet. Bailey (of Fangfoss, North Humberside) bought 574 BWF. Another early example came secondhand to Shephardson (of Barton-upon-Humber) in the shape of HCU 956 from Hall Bros. of South Shields (a subsidiary of Bartons).

Three of the 1964 vintage VAL14s in our catchment area bore appropriate VAL registrations issued by Nottinghamshire, viz. 1 VAL (Wilfreda), 100 VAL (Brumpton of Dunham-on-Trent) and 448 VAL (Leon of Finningley, No. 64). The last named quickly took into their fleet a second VAL14, No. 65 (ARR 720B). Boddy (of Bridlington) took delivery of ABT 966B, Hornsby of their one and only VAL, ABE 641P, whilst Daisy acquired their second such vehicle in ABE 300B. This latter coach passed later to Hyke (of Lincoln), one of several such purchases as we shall see below. 1964 ended with Atkin (of Skegness) receiving their only VAL, BFU 431B.

"C" suffix year saw only one new VAL14 going to any operator in our area. DBE 921C went to Applebys. However, year "D" brought The Delaine their first such six-wheeler (61, ETL 720D), Daisy their third (GBE 300D) and Wings their initial one (ETL 899D). Year "E" was the short one of only seven months when pressure from the motor industry persuaded the Wilson government to alter the change-over date from New Years Day to August 1st. In that period only three new ones arrived into service, viz. Daisy's fourth (JBE 522E) and Leon's third (70, LAL 547E) and Delaine's second (62, GTL 825E). Despite lasting a full twelve months, year "F" witnessed the arrival of only one, Searson (of Barkston) purchased JCT 847F for their market day route between Grantham and Newark. This was the new model of the VAL 70.

The VAL70 was powered by a Bedford 7.634 litre Bedford 466 diesel engine, and was first seen in 1967. Two years later the bodywork was extended to take up to 53 passengers. However, it was still possible to order new VAL14s until sometime in 1968.

So year "G" (1968/9) saw only one new VAL70 in our area: Appleby's second, PFU 163G. In the following registration year Wings received their second new VAL (OCT 990H) as did Brumpton (AAL 110H). The final new VAL70 arrived at Delaine's in January 1972 as their No. 70 (UTL 283K), a fitting fleet number to end the series. Altogether 22 VAL70s were built that were given the "L" suffix plates, the last entering a fleet in July 1973. However, none came our way.

Compared with the total of new VAL14s and VAL70s, the total of secondhand VALs to be found in the L & HTR region was much greater. Of these Shephardson acquired no less than six, although not all at the same period. The first trio (HEB 333, 535 MUP and ENV 1C) all arrived in May 1975 for this operator's network of contract routes (including school runs). They were supplanted by 1977.9 with FHO 422D, JXD 545D and LVU 885G. Mellor (of nearby Goxhill) had four VALs in use at various dates, including, interestingly, 968 RVO (formerly Barton's 968) along with 45 SAU (originally Skill's 45). As well as ABE 300B (mentioned above) Hyke obtained GNB 517B (ex Manchester Corporation 207 !), RNR 935G and VNY 987G. Fowlers (of Holbeach Drove) bought one secondhand VAL14 (8488 NU), whilst Wilfreda purchased 419 TF and Frankish (of Brandesburton) bought nearby Bailey's 574 BWF. Also in that area, Hood (of Wold Newton) took in 134 EWW. Then there were firms that needed VALs for regular stage carriage work, like Grayscroft, who used first BJU 461B and later GVO 266D on their Mablethorpe to Louth service. Kime, likewise, found EDC 315B and VLJ 232J useful on their Boston to Spalding route. The latter vehicle (illustrated on page 44) came from the stables of Shamrock & Rambler (of Bournemouth) who had christened it "Skua" ! Hogg (then based at Benington) had three such vehicles, viz. GBM 309E, MPR 533H and OJT 411J, whilst Primrose Valley (of Filey) had a couple (OJT 416J and YVC 18K). Cass (of Hull) also had an early pair - 361 KNM and AWD 217B. Both Phillips (of Ruskington) with UUT 500H and Wilby (of Hibaldstow) with SUG 709H had one apiece. Operators who had also bought new VALs and now purchased them secondhand included Daisy (VAA 107H) and Wings (91 MMJ and SJJ 589F).

Two of these VALs had interesting "afterlives". LAL 547E became a mobile kitchen showroom at Holbeach Drove, whilst JCT 874F ended its days with Autotransit of Grimsby.

If we turn finally to bodywork, with the new VALs, Plaxton came out top with 12, compared with 9 built by Duple. Duple Northern constructed two, Duple Midland one. In the cases of secondhand VALs (including the few also counted above), then Plaxton still have top ranking with 20, again followed by Duple (this time on 12). Thirdly came Duple Northern with 6, followed by Caetano, Harrington and Yeates with one each.

A final footnote. In January 1981 Fairburn Racing Team (of Louth) bought an early VAL14 (WGR 676) for a car transporter fitting it with a rear ramp and double doors.



Kimes VLJ 232J is seen at Boston Bus Station whilst on hire to Enterprise & Silver Dawn.

BOOK REVIEW No.1 by John Nicholson

An Illustrated History of Hull's Railways
by M. Nicholson & W.B. Yeadon

Irwell Press 1993. 112 pages £ 11.95

This is an interesting addition to books on the local rail scene. As a person with great interest in timetables, I found the complete list of movements in and around Paragon station in May 1939 especially interesting. I am puzzled however by the fact that one or two trains are shown as "Diesel". There is no photo in the book to expand upon this. The detail of specific local pilot workings in the 1950's and 1960's also form a record of immense interest. The book has two major sources of criticism. There are no aerial photographs. One can see the importance of such photographs as an historical record of the extent of urban railways and of the track layouts in yards from those in King & Hewins "Railways around Grimsby" etc. Secondly, there should have been one or two more photographs of the diesel era - specifically a good photo of a complete Trans-Pennine dmu in original formation - after all these were some of the very few trains built specifically for a Hull train service. Nor is there a photograph of a Deltic hauled Hull Pullman, yet that train was for a time the fastest timed loco-hauled train on the East Coast Main Line, running from Retford to King's Cross non-stop at an average speed of 91 mph. And to complete the history, surely a class 158, excellent as that type is, deserves inclusion ? A good book which could have been better.

BOOK REVIEW No. 2 by David Agness

Men of Steam - A Yorkshire Novel

by Raymond Flint

Santona Publications 170 pages £ 5.99

Publisher's Description: "Men of Steam" is an unusual blending of story telling and steam railway heritage. Bridging fact, fiction and biography it takes the reader on a fascinating nostalgic journey into our recent past. Tantalisingly different and refreshing, "Men of Steam" is a compelling account of young Yorkshire lad, Joe Wade, beginning a working life on the London and North Eastern Railway 50 years ago. The story is enacted in the driving cabs of mighty steam locomotives and amongst the railway stations, engine sheds, homes and houses of the railway community in war dominated Yorkshire in 1943. A unique and captivating book, "Men of Steam" is a thoroughly engrossing encounter with the drama and exhilaration of steam railway life. The author Raymond Flint was born in Scarborough in 1927. In "Men of Steam" he captures part of his 22 years experience as a locomotive fireman and driver on the LNER and BR. A culture and a way of life gone forever.

David's Description: This is a fictional account of some railway workings, incidents and workers in the war-time North-East of England. The author draws on 22 years of firing/driving experience to depict some adventures of a young fireman and his colleagues. It thoroughly describes many footplate experiences, awakens memories of wartime living and brings to life the scenic beauty of the Scarborough/Whitby area. I confess that I prefer my railway books to be non-fiction and I found it annoying that Scarborough and the nearby junction at Seamer, were given fictitious names whereas all the other stations, halts and crossings were properly named. To those who can accept the novel-form of railway literature however, this is a reasonably priced book, evocative of the steam era, very descriptive and thoroughly researched.

"WE WANT INFORMATION"

Can anyone explain why certain Auwaerter Neoplan N122 'Skyliners' were originally given Lincoln registrations although being bought by 'outsiders' ? These include A331/2/4/5 VFE and B683-5 DVL (Stagecoach, Perth), B170 BFE (Express Travel) and B668 DVL (Trathens). If you can help, please write to: David Kaye, 48 Queen Street, Louth, Lincolnshire. LN11 9BL.

Does anybody have any photographs or other items I could borrow relating to the numerous Lincolnshire Road Car vehicles which were exported to Yugoslavia in the 1950's ? If you can help, please write to: Peter Wombwell, 60 Grosvenor Road, Skegness, Lincolnshire. PE25 2DD.

THIS & THAT

I wonder how many people travelled on Andrews Coaches (of Donington) excursion, advertised in a local newspaper "Mothering Sunday Mystery Tour and Lunch". A nice idea except that it ran on Sunday, March 12th two weeks before Mothers Day ! (PW)

LATEST REGISTRATIONS by David Kaye

- Boston : M/UCT
- Grimsby : M/NFU
- Hull : M/KRH
- Lincoln : M/GBE

THE NATIONALS OF LINCOLNSHIRE (Part One) by Adam Cartwright

It might be thought premature to be nostalgic about the Leyland National, but the oldest examples are now over 20 years old - not a bad age for a bus, and every year there are fewer on our roads.

I first met these distinctive buses in 1982 when I was a student in Hatfield Polytechnic; Boston had long since lost its National allocation and was an entirely Bristol/ECW town. Transport from my digs in Hertford to Hatfield was by means of the 841 service, the sole preserve of Hatfield Garage's 1973 Nationals of the NPD/L batch. The whine and clatter of the 0.600 engine and the internal clamour assisted by the enormous luggage rack favoured by London Country, made these characterful buses. The external styling was modern and crisp, although the green PVC covered seats inside were less appealing. Back in Boston, I found that it was Lincoln depot's habit to employ a National on the rambling 503 Lincoln - Boston route, the final journey of the day into Boston resulting in the National being stabled at Boston depot overnight.

The LRCC was a little later off the National mark than its NBC contemporaries, not acquiring its first four until April and May 1974 (2801-4 UFE 803-6M). 2801 was in fact new in December 1973, but was used for a while as a demonstrator for the technical press. First licensed on April 1st, 1974, it had been in service for little over a month when it was involved in a bad collision with a lorry in Monks Road, Lincoln on May 3rd, working into the city on service 6C from Fiskerton. The first four were allocated to Lincoln (2801 and then 2804 as a replacement - it had been intended for Boston), and Grantham (2802/3). Two further buses ordered would have been registered UFE 807/8M but were diverted to United Counties. 1975 was a bumper year, with 16 being delivered, 2805-20, registered GTL 348-59N (the longest consecutive sequence since the LFW series 'Lodekkas' of 1954/5 and LTL 387-90P. Another ten, 2821-30, followed in 1976, which were allotted NFW 966-71P and RVL 140-3R, but a combination of MAP and the fondness of the LRCC for the uncomplicated Bristol LH saw that the final new bus was 2831, SVL 838R. All the Nationals were of the 11.3m variety and had 49 bus seats. The first 18 were allocated as follows: 2807/10 Boston; 2817 Gainsborough; 2803/8/15 Grantham; 2801/2/4/9/11-14/18 Lincoln; 2805/6/16 Newark. Scunthorpe's first was 2819 in November 1975.

The fleet remained at 31 until 1982, when rather surprisingly, eight early machines were acquired from Northern General, keen to dispose of its older Nationals. These vehicles, many of which ran in red for some time (with a large "LINCOLNSHIRE" fleetname across the dash) had been rebuilt from dual to single door by NGT. Their original indicators and tail lights had been replaced with non-standard fittings by the company. They were numbered 2793 - 2800, being registered (not in sequence) UUP 12/13K, UUP 824K, MCN 820/9/30/34/36L. Two further Northern buses, MCN 849L and NCN 852L, were numbered 2791/2 in 1983. The next source of used Nationals was East Yorkshire, BRH 181T, being acquired in 1984; this was the LRCC's first Series B National (the podless version), and it was fitted with a wheelchair lift for Bassetlaw Community Bus duties. NRH 165/6/8P followed in 1985; these were numbered 2832-5.

Since 1985, further Nationals have been acquired on a piecemeal basis, many being internal transfers within the Yorkshire Traction group. An interesting addition recently was THX 181S, which was new to London Transport. All the NGT vehicles have gone, together with most of the indigenous Nationals. RoadCar still has a substantial fleet of later vehicles, including its first National 2s; 290 (RFS 290V), 293/5 (UWY 73/65X). Four of the Nationals now owned are original LRCC vehicles.

Neither Lincoln City nor Grimsby Cleethorpes Transport have ever owned Nationals as Council operators, although a RoadCar has transferred examples to its LCT division. Both municipalities had National demonstrators on loan, but neither bought single deckers of any type within the production run of the National.

THE END OF LINCOLNSHIRE LH's by Richard Belton

December last, saw the withdrawal from Newark of 1052 (SVL 825R), the last in a long line of Bristol LH's operated by Lincolnshire Road Car, ending 26 years of that type in the fleet, a feat only bettered post-war by the 'Lodekka'.

1052 itself had spent virtually all of its life at Newark after entering service there in May 1977. It was still there in 1987, but spent some time at Grantham while Newark was closed for a short while during that year, returning in December when operations resumed. It then had a spell of 18 months at Lincoln from early 1988 followed by six months awaiting disposal. Fortunately, it re-entered service at Newark where it remained for the rest of its days, eventually lasting a total of 19 years.

Lincolnshire Road Car operated 114 LH/LHS's in total, 106 of which were purchased new. However, not all of them were licensed at the same time due to the demise, after five months, of 1016 (OVL 449K), although there was a period between May and September 1979 when the rest of them were all on the road, an era when most of the type were licensed at the same time, including two ex-United samples 1601/2 (BHN 981/2H). April 1979 was the only time when the entire LH fleet (excepting 1016) were on the road together.

Lincoln was consistently the depot with the greatest number of LHs allocated to it - peaking at 28 in May 1979.

Only 10 LH/LHSs new to LRCC managed to remain at their initial depot throughout their lives; 1002 (KFE 297H) - 11 years at Lincoln (although initially outstationed at Horncastle; 1007 (LVL 371J) - 10 years at Lincoln; 1016 (OVL 449K) - 5 months at Lincoln; 1019 (RFE 432K) - 8 years at Newark; 1021 (RVL 249L) - 9 years at Lincoln; 1038 (JTL 776N) - 7 years at Boston; 1041 (LTL 660P) - 7 years at Boston; 1051 (SVL 836R) - 4 years at Grimsby; and 1803 (GVL 915G) - 11 years at Scunthorpe.

As well as 1016 going in 9/72, three others were written off after accidents; 1042 (LTL 661P) in April 1987; 1051 (SVL 835R) in December 1980; and 1057 (XFW 952S) in July 1984.

The two driver training vehicles 3018 (XFW 956S) and 3019 (DTL 541T), previously 1061 and 1065 remain in the fleet.

1654 (GVL 910F) is seen below off-loading at London Victoria in the Summer of 1968, still retaining its shallow type windscreen. Photo: Malcolm King



PRESERVATION IN HULL by Peter Wombwell

A visit to Hull on March 4th gave me an excellent opportunity to visit "Streetlife - The Hull Museum of Transport". Travelling by Hunt's coach along Clive Sullivan Way approaching the centre of Hull, I was surprised to observe the remains of a steam locomotive ! Much of the cab was gone and the boiler and lower part of the locomotive were separated. Fortunately the panel with the number, 42859, survives enabling me to identify it as a former LMS "Crab" class 5MT 4-6-0 which is owned by the Humberside Locomotive Preservation Group (Does anybody have any more information ?).

"Streetlife" itself is a very interesting museum and I was surprised to find that admission was free.

There are a number of interesting exhibits on display including a former KHCT AEC Regent Mk III no 328, one of a total of 155 the company once owned. Also, the Ryde Pier Tramcar, Britains oldest surviving tramcar. In the collection is the only surviving Hull double-deck tram, no. 132, which was one of thirteen unique vehicles in that they were the only Hull trams to be fitted with upholstered seats on both their upper and lower decks. A curiosity is the Kitson Steam Tram, this particular example was used on the Portstewart tramway in Northern Ireland from 1882 to 1926.

Display cabinets also contain interesting models and ephemera associated with the railway and bus services of Hull.

I can wholeheartedly recommend a visit to this excellent museum. It is located on High Street and is open from 1000 - 1700 (Mondays to Saturdays) and from 1330 - 1630 (Sundays). Enquiries can be made by telephoning (01482) 593902.

HUGH DELAINE-SMITH MBE

The death took place on 15 March 1995 at the age of 74 of one of the most human and dynamic managing directors of any bus fleet in our area. Hugh had been a subscriber to and provider of news for L & HTR for the past twelve years, and many of us have enjoyed his friendship and hospitality on visits to the Spalding Road depot in Bourne over the years. He was the fourth generation to run this family business, which began with his great-grandfather Bennett Smith commencing in the area in 1867. Hugh's own father, Thomas, changed over to mechanised transport in 1919, handing over The Delaine to his son in 1941, when it was made a limited company with Hugh and his sister as directors. In recent years both The Delaine fleet and their network of routes have expanded - one of the 'plusses' of Deregulation since 1986. Hugh lived just long enough to see his first new double-deckers for twenty years (116/7, M1/2 OCT) enter service on the busy route 101/101M (Bourne - Market Deeping - Peterborough) and to be awarded the MBE in the last New Years Honours list. However, Hugh is also remembered as a keen preservationist, with the two Leyland post-war 'Titans' 45 (KTL 780) and 50 (RCT 3), as well as the first two Delaine Vintage Bus Running Days and Gatherings, which began on 28 August 1993. This year's similar event scheduled for 26th August will be a tribute to a man whose enthusiasm was infectious. He was well known not only in Lincolnshire, not only nationally, but also as far away as Japan ! We, at L & HTR, send out our heartfelt sympathy to his sister and his sons Ian and Kevin - now the fifth generation to operate in the Bourne area.

David Kaye



LINCOLNSHIRE & HUMBERSIDE

