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AN EAST LINCOLNSHIRE BUS NETWORK: THE SERVICES OF WRIGHTS OF LOUTH FROM 1930 to 1950.

Peter R White, B Sc.

In April 1925 Mr F G Wright of Louth started operating bus services with a 14-seat Renault and a Ford T, running a daily service to Lincoln. By 1927 there were 6 buses on 6 routes, and by 1930 there were 30 buses - all 14 seaters - which had risen to 33 by 1939. In 1931 services were licensed to the partnership of A J and F G Wright, trading as 'Wrights Bus Service', but later the partnership comprised F G Wright and W Kemp. The head office and depot was at Louth, but depots and outstations were also created at Lincoln, Alford, Boston and Sleaford. A fleet history of the firm appeared in 'PSV Operators of the Lincolnshire Wolds' published by ourselves in July 1966. This feature complements that publication by providing more details of the services operated.

The company regularly issued timetables from the 1930s and a collection is maintained by the Omnibus Society. Not a great deal of variation appears from the early 1930s to take-over by LRCC in 1950, but points of interest include some defunct pre-war services, changes at Lincoln and the gradual introduction of journeys in the 1940s permitting arrivals in market towns for 0900, ie for journeys to work. Indeed, not only the network, but the timetable booklets themselves show little variation in appearance, being about 4" x 3" with red card covers. A crudely-drawn map was included, together with (pre war an outline of a normal-control single-decker on the cover, and (from 1939) a Dennis Lancet coach. The cover advertisement by Louth tailor John Coney is word-for-word the same over twenty years! Two issues in the collection are undated, but show the pre-war pattern of services and probably come before the first dated issue, July 1934.

The network comprised a system of services running daily between market towns in E.Lincs., with diversions to serve most of the villages in the area. Only in the case of Fiskerton-Reepham-Lincoln and Manby Aerodrome-Louth services was anything resembling suburban operation apparent. The trunk services were those between Lincoln, Louth and Mablethorpe and Louth, Alford and Boston.

In July 1934 there were three variations on the basic Louth-Boston service via Spilsby - three per day ran via the main road through Burwell, Dalby and Stickford, another four operating between Louth and Spilsby via Reston, Alford and Skendleby. On Sundays, Mondays, Wednesdays and Saturdays a through service operated once in each direction from Louth via Burwell to Spilsby, then via Old Bolingbroke to Boston, a further two journeys operating on these days over the Spilsby-Old Bolingbroke-Boston section. On Saturday evening short runs operated from Louth to Reston and from Boston to Stickford. Until the war, a summer service also ran from Boston Post Office through to Mablethorpe (Waterloo Road) via Stickney, Spilsby, Dalby, Alford and Maltby twice a day (three times on Sats). On the outbreak of war, the basic through service was cut to two daily via Burwell and two via Alford, plus one on Saturdays via Burwell and Old Bolingbroke, with a further two runs on Saturdays over the Spilsby-Old Bolingbroke-Boston section. By 1944 a Mon, Wed and Sat additional run via Burwell and Stickney had appeared. In 1945 and 1946 the service was expanded, although not fully to pre war standards - an extra Saturday run via Burwell, 4 daily (3 Sun) via Alford - and remained basically the same until 1950, apart from the additional morning journey from Spilsby to Boston for 0900 in 1947 (generally Wrights did not give arrivals in towns before about 1000, and innovations of this nature only appeared on some services, and then only after 1939. Last runs in the evening were generally around 2100-2130, even on Saturdays. Old Bolingbroke continued to be served on Saturdays only until 1949/50, when two Wednesday journeys were introduced, one of which ran through from Louth via Burwell.

Two other services ran from Boston - to Sleaford via Hubberts Bridge, Swineshead and Heckington; to Lincoln via Coningsby, Tattershall, Woodhall Spa and Bardney. Both suffered to a greater degree than most from wartime cuts. The Sleaford route operated from Bond Street, Boston to Cropleys Yard, Sleaford 7 times on Sundays (when no trains ran), 6 on weekdays and 9 on Saturdays from 1934 to 1939, with the addition of a morning peak run from Kirton Bridge to Boston until 1936, and, from 1937, a Saturday evening service from Fen Houses to Boston, and return. In Sept 1939 the Boston terminal was moved to nearby Russell Square, the service operating thrice daily (4 Saturdays), giving a morning peak arrival in Sleaford and continuing to serve Fen Houses on Saturdays.

The Boston - Sleaford service remained similar until 1948 (apart from elimination of the morning peak service into Sleaford by May 1941), but then expanded to run six times daily (8 Sats), together with the Fen Houses run, but not giving an arrival in either town before 0900. The Lincoln service operated five or six times daily in 1934, but only twice daily from 1939. By May 1941 the Sunday service had improved to three each way, and Saturdays to four, but not until 1946 was a basic service of four per day introduced which remained with little change until 1950.

The only other service into Sleaford was that from Louth across the Wolds via Stenigot, Donington, Market Stainton, Ranby, Low Baumber, Horncastle, Haltham, Tumbly, Coningsby, Tattershall and North Kyme to Cropleys Yard, running four times each way on Sun., Mon., Wed., Fri and Sat, taking no less than 2 hours 35 min. to complete the trip. The 1939 the service cut to two each way, but in 1946 an additional service between Sotby, Ranby and Louth appeared, once each way on Wednesdays and Saturdays, together with an evening service between Market Stainton and Louth on Mondays, Wednesdays, Fridays and Saturdays - the last named cut to Sats. only in 1950.

Another service linking Louth and Horncastle was that which operated through to Lincoln via Horncastle and Bardney, duplicating the Boston service from Horsington. In 1934 four journeys per day ran via Burwell, South Ormsby and Tetford, with a further one (two at weekends) via Tathwell, Scamblesby and West Ashby, together with additional Wednesday and Saturday shorts. From September 1939 the service was reduced to two daily (via South Ormsby and Burwell only), and remained unchanged apart from reduction to one journey on Sundays from 1946.

Of the five services from Unity Square, Lincoln, the most important was that to Louth, with some journeys through to Mablethorpe daily, except Wednesdays. Between Louth and Lincoln two (three at weekends) took the main road through Burgh, three (except Weds., when only one) the road through Donington on Bain

and South Willingham. The winter service was similar, but only two per day ran through to Mablethorpe. From at least 1934 a short run in the morning ran from Wragby into Lincoln for 0900; additional shorts also between Lincoln and Langworth two or three times daily, and between Lincoln and Wragby (4 Fri, 2 Sat). On Fridays one journey ran from Lincoln beyond Wragby to Panton and Benniworth. On the outbreak of war, a basic all-year service of two per day Lincoln-main road-Louth-Mablethorpe was standardized, with one per day (2 FSu, 3 S) via Donington and Willingham, and one per day via Donington, Panton and Benniworth. This remained similar, apart from the introduction of a further daily run via Donington and Willingham in 1944 and additional main road runs on Saturdays in 1946 (evening) and 1947 (mid-day). The morning peak service from Wragby continued without change, although other shorts between Wragby and Lincoln (a somewhat excessive service, when Road Car route 6 is recalled) ceasing from 1939. However, an additional Lincoln-Langworth service (2 TF, 3S) continued during the war, being expanded (to 3TF 5S) in 1947. In 1950 a new service between Lincoln and Brookside via Langworth, Clay Bridge and Dovecot was introduced, running once on Fridays, twice on Sats.

The third service at Lincoln was perhaps the only 'sub-urban' route on the entire system, that to the village of Fiskerton via Greetwell, Cherry Willingham and Reepham. In 1934 a service of 5 Sun, 6 Mon Wed Thur, 7 Tues, 10 Fri and 11 Sat was provided to Fiskerton, including morning runs into the city for 0900. On Sundays two journeys were extended to Short Ferry. This service continued with little change, apart from very slight wartime cuts, and diversion of three journeys per day via Hawthorne Road, between Reepham and Cherry Willingham in 1936, until 1947 when the service was increased and divided into two - to Reepham via Cherry Willingham, and to Fiskerton (Old Hall Camp Site) via Cherry Willingham. A service of about eight daily journeys on each route, with extras on Fridays and Saturdays, was introduced, although as some were virtually scheduled duplicates the combined service between Lincoln and Cherry Willingham was not so good as first appears. Six runs over each route were provided on Sundays, of which three were extended from Fiskerton to Short Ferry. The service then remained unchanged, apart from revision of Fiskerton terminus to Birchills in 1950.

The least important service at Lincoln was that to Market Rasen via Langworth, Snelland, Wickenby, Lissington and Linwood, which in 1934 operated twice on Sundays, 3 times on weekdays, and 4 times on Saturdays. In 1939 the frequency was cut to 2 Tu Fri 3 Sat., and the only subsequent increase, to 3 Tu, Fri, 5 Sat., came in 1947.

The only services that remain to be described are those from Louth to Mablethorpe and Manby, while mention must also be made of a very short service between Louth Market Place and Stewton village, south-east of the town, that appeared in 1934 and 1935, running twice on Wednesdays and Saturdays only. Originally there were three through services to Mablethorpe - via Saltfleet and Theddlethorpe; via Reston and Maltby (over which through journeys to Lincoln ran); and the 'short route' via Manby and Gayton which is still followed by the 'Grayscroft' service. As Minutes of Louth Watch Committee for the 1920s have not been located, we know very little of the original dates at which Wrights services were established before 1931. However, records of Mablethorpe & Sutton UDC show that Wrights were granted licences for seven vehicles in August 1929, three in 1928, and nine in 1930. In September 1926 Wright Bros. were granted a licence for one vehicle.

The 'short route' via Gayton operated three times on Weds., twice Fris and four Sats. until the war, when it ceased for good. The service via Saltfleet ran seven times daily (8 Wed, plus a short between Louth and Saltfleet Wed Sat), in the summer until the war, although not giving an arrival in Louth before 0900. The winter services consisted of 4 fewer journeys per day. Cheap returns at 1/- were available between Louth and Saltfleet after 1730. From 1936 a late run at 2200 on Saturdays to Saltfleet was provided. Wartime reduced the frequency to two daily (three Wed & Sat) with a daily short to Saltfleet. The service was increased to three daily, plus the short in 1946, and remained similar (with an extra Saturday run from 1948) in 1950.

The main road to Mablethorpe has always had a basic daily through service to and from Lincoln of two journeys, which before the war increased to no less than six in summer months. Until 1939 additional runs between Louth and Mablethorpe operated 1 Wed 3 Sat in winter, 3 Wed Th Sat Sun in summer, together with shorts to Withern (1 W, 2S winter, 1 Sat at 2200). From 1946 a summer service of three each way on weekdays, 4 Sat & Sun between Louth and

Mablethorpe was restored; a Saturday evening run to Reston (through from Lincoln) also appeared. Wrights Mablethorpe terminus was in Waterloo Road.

Journeys on the Saltfleet, Mablethorpe via Gayton and Alford - Carlton - Louth - Lincoln services provided about 1 bus an hour over the Louth - Manby Cross Roads section before the war, with additional shorts from 1936 (4 Sun, 3 Wed, 5 MTThFS), but the construction and opening of the RAF aerodrome at Manby led to the introduction of a new service to Manby Church via Legbourne and Furze Lane in 1939, operating 2 Su, 5 MWF, 4 TTh, 6S in the afternoons and evenings, with an additional Sat morning service two each way from 1942, and very little change since. The extra short runs between Louth and Manby via Grimoldby virtually ceased in 1939, although from that year a morning service from Manby into Louth was provided over the Alford via Reston route.

Special services were operated, including a run from Louth to the racing track at Cadwell Park (fare 6d, pre war) and Wrights airfield near Well.

The general picture that emerges of the services operated by Wright is one of comparative stability, but with some increases over one or two sections by way of morning peak journeys and late night runs as demands changed. It is notable that services in thinly-populated areas did not recover from cuts in 1939, especially in the Louth-Horncastle-Spilsby area. In other cases, the pre war service was perhaps excessive, notably in the provision of three through services between Louth and Mablethorpe and additional journeys between Lincoln and Wragby. To-day, most of the services continue to be operated by Lincs Road Car, with

few cuts in the Lincoln-Louth-Mablethorpe-Alford area, but severe cuts around Horncastle and Spilsby, notably the complete withdrawal of the Louth-Horncastle-Lincoln service in 1959, and reduction in the Louth-Market Stainton-Horncastle and Louth-Burwell-Spilsby sections to Wednesday and Saturday operation. When one recalls that an almost hourly service between Horncastle and Louth via Belchford was operated by Road Car from 1934 then it is perhaps true to say that services in this area were excessive for the population involved at one time. Nevertheless, one cannot help wondering whether the introduction of a rationalized service in say the late fifties could not have helped to keep a daily link between the two towns.

THE CATHEDRALS ROUTE

by 'Forward'

When the railways were still a novelty the brothers Rennie were engaged to survey the best route for a direct line betwixt London and York. They recommended taking the railway northward from London along the valley of the river Lea and thence over the low watershed to the fen country south of Cambridge. From Cambridge by way of Lincoln Gap the railway would have continued to York by very easy gradients little above sea level. Not only would this have made for cheapness of construction, but it would have been an easy line to work from the motive power standpoint. Years later, when locomotive engineering had advanced, the Great Northern Railway was built providing a very direct route to York, but at the cost of tunnelling beneath the Chilterns. As traffic grew, these tunnels became a bottleneck and only since nationalization has quadrupling of this section been completed.

Returning now to the route the Rennies advocated; this was completed only as far as March under the ownership of the Great Eastern Railway. This company had a large share in London's suburban traffic and conveyed over one hundred million passengers a year exclusive of season ticket holders. However, beyond the confines of Great London the Great Eastern had only the traffic to rural East Anglia together with the earnings of the Harwich steamer services.

By successfully blocking bills in Parliament the Great Northern Railway managed to keep the Manchester, Sheffield & Lincolnshire Railway from going south of Lincoln and the Great Eastern confined to East Anglia. Thus while the MS&L was collecting coal for London in huge quantities the Great Eastern was denied access to the coalfields and the MS&L access to London.

At length the Great Eastern obtained powers to extend its line from March to Spalding and only then were the Directors of the Great Northern at last prepared to talk business. The resulting agreement brought into being the only large railway system ever to have its headquarters in Lincolnshire, namely the Great Northern & Great Eastern Joint Railway. From the Great Northern at Huntingdon the Joint Line ran northwards to March with a short branch to Ramsey. From March the new line went forward through Spalding to rejoin the existing Great Northern Railway at Pyewipe Junction. The new main line bypassed both Sleaford

and Lincoln, loops being laid in to connect with the GNR at both places. Next the Great Northern made over to the joint committee its line from Pyewipe Junction to the MS&L at Sykes Junction, north of Saxilby, and from there onwards to its junction with the MS&L at Gainsborough, the Company last named granting running powers to the Joint Committee across their Trent Bridge to regain their own line in Nottinghamshire, and thence across the Isle of Axholme to the Great Northern main line at Black Carr Junction in Yorkshire. From there the Great Eastern had running powers over the Dearne Valley Railway, the Lancashire & Yorkshire Railway, and over the GNR & NER to York.

Following the opening of the Lancashire, Derbyshire and East Coast Railway to Pyewipe Junction in 1897, the Great Eastern sent its engines to coal mines as far west as Heath in Derbyshire. With its headquarters at Lincoln, the GN&GE J R was $123\frac{1}{2}$ miles in length of which $72\frac{3}{4}$ were in Lincolnshire. This railway was the owner of the Fossdyke Navigation and the new system became fully operative in September 1882. The Directors numbered ten, five from the GNR and five from the GER, the respective chairmen of both lines being excluded. In view of the acrimony which had for so long bedevilled relations between the two companies the choice of a General Manager whose impartiality could be relied upon was not an easy one. The Directors offered the appointment to Mr John Crabtree, a GNR man, possessed, it may be said, of more tact than many executives. It may fairly be said that ~~over~~ the years he formed the cornerstone around which the working agreement of 1909 between the GNR, GER & GCR was built. The Joint Committee had its own civil engineer whose staff maintained the road and works. Mr Crabtree had an inventive mind and experimented with a new freight coupling of his own design, together with automatic train control. Between 1889 and 1899 the traffic over the new system grew by 50%, when the GER were hauling to London 7.5M tons of coal per annum. Two other freight services should be mentioned. Firstly, there was a nightly express service to Yorkshire & Lancashire from Bishopgate, London, the Lancashire and Yorkshire working the service northwest of Doncaster and the GER up to that place. Secondly, there was the 'Scotch Goods' worked, as was the previously named one, by Claud Hamilton 4-4-0s but in this case the GER engine worked through to the North Yard at York, where

the North Eastern took over the train. This was marshalled for division at Newcastle where the Caledonian and Glasgow & South Western traffic went onwards to Carlisle and that for the other Scottish lines to Edinburgh. At Gainsborough, the Joint Railway had its largest station for both freight and passenger traffic. An industrial branch connected the main line with the premises of some of its best customers. As the railway had no catering department the refreshment room was let to an outside contractor.

As we have seen the Joint Railway was brought into being to give the Great Eastern access to the northern coalfields. However it is doubtless best remembered as an important express passenger route. By the Great Eastern route Lincoln is seventeen miles further from Liverpool Street than it was from Kings Cross by the line (now closed) through Honington. Despite this the GER expresses took only thirty minutes longer, on leaving the terminus the trains faced Bethnal Green bank graded at 1 in 70.

(Continued next month).

NORTH OF THE HUMBER

Following our reports of extensive one-manning at Hull (Nov/Dec p 138), 'Motor Transport' (5 March) reports that 120 of the 195 double deckers in the fleet are now fitted for o.m.o. on the Bell Punch Autofare system, and another 35 double-deckers the older Solomatic or Autoslot equipment. Since the one-man scheme began in September 1969, the number of conductors has been reduced from 351 to 138. Off peak, boarding time per passenger is 3 to 5 seconds, but claimed to be as little as one second at peak hours. Gross annual savings accountable to o.m.o. amounted to £185,000 in 1970, against costs of £27,000. The savings are shared with the staff, each man receiving a bonus of £2.44.

In September, Connor & Graham of Easingwold acquired XHW410 Bristol LS5G 117130 ECW B45F ex Bristol 2894, replacing Bedford OB GWF358. Austin minibus 457JUP was withdrawn in August.

LATEST REGISTRATIONS

Lindsey WBE/J
Lincoln MVL/J

Kesteven STL/J

Holland RDO/J

ALONG Lincs T RACKS

Major news is that British Rail are to invest £3M in North Lincolnshire to handle increasing freight traffic, notably ore from Immingham to Scunthorpe. It was announced on 26 March by Eastern Region General Manager Ian Campbell, that this work will take place over the next 18 months, to coincide with the Anchor steelworks project at Scunthorpe. Total bulk freight is estimated to increase from 10.6 M tons in 1970 to 20.8 M tons in 1975. Rebuilding will be necessary on the Scunthorpe - Thorne section (already under heavy pressure, and closed almost every Sunday for essential maintenance), including new signalling. A new terminal yard and sidings will be built at Scunthorpe. BR will thus be in a position to carry an additional 2.9M tons of ore into Scunthorpe, while outward steel traffic increases from 2.5M to 4.1 M tons. £830,000 will be spent on two yards at Scunthorpe, one mainly for inward traffic, the other outward on the site of the present yard near the passenger station. Wagon retarder units will be fitted. Bulk ore trains will run 13 times a day between Immingham and Scunthorpe, at 60 mph. This heavy investment follows extensive work already undertaken on the Barnetby-Retford and Barnetby-Lincoln lines and indicates the high priority given to Lincolnshire in present BR investment plans.

New ER timetables from May include no major alterations to Lincs. services - details & comment in next issue. Two-year grants recently announced by the Minister of Transport include £177,000 for Lincoln-Nottingham and £116,000 for Grantham-Nottingham. Current fare increases on BR will affect Lincs on inter-city routes from 25 April. 2nd class return Grimsby-Kings Cross rises from £4.70 to £5.50. 2nd class singles also rise: Grimsby to Lincoln from 45 p to 50 p, to Scunthorpe 29 p to 33 p, Doncaster 51 p to 58 p, and Hull 37 p to 43 p. Single fare on the Hull ferry rises from 17 p to 20 p; three month season £10.50 to £12.00. On Saturday 20 March, the Lincolnshire Standard Group of newspapers ran an excursion from Skegness to London at 0800, returning 2125. Some 610 passengers were carried, and feeder buses operated from Louth, Horncastle and Lincoln, with combined road/rail fares. Another measure which has partly compensated for withdrawal of London trains from E Lincs was the grant to Elseys of Gosberton in December for an excursion from

(continued page 36)

EN D OF THEE LINE FOR N B C ?

Readers familiar with the transport technical press will already have heard of the takeover of some NBC rural services for which subsidies have been requested by local independents, notably in West Wales. There is also serious talk of PTE and municipal operators (such as Leicester) taking over NBC services in their areas, to create extended networks based on an existing municipal system. An obvious case for such treatment is East Yorkshire Motor Services, whose network, apart from some services around Pocklington and Bridlington, focusses on Hull, where for many years a co-ordination agreement with the Corporation has applied. According to 'Motor Transport' (5 March 1971) this step is being considered, and should such a network come about it would cover the area of county 8 in the latest local government reform plan.

In Lincolnshire, which will remain as 'County 22' under the new plan, the situation is not so clear. For many years a need has existed for co-ordination between the corporation and Road Car operations at Lincoln. Indeed, the economies to be derived from merging the two would be considerable and a case might exist for sale to the NBC as at Exeter and Luton. However, such a situation would remove the democratic control that now exists, imperfect though it is. There would appear to be a clear case for Road Car operations in some areas to be handed over to independents, especially in the south (for latest subsidy requests see elsewhere in this issue), leaving a relatively compact area of operation around Grantham, Lincoln and Scunthorpe in which Road Car would have a virtual monopoly. Under the proposed reform, county councils will have responsibility for transport, and while this may only extend to highway planning and subsidy allocation (municipal undertakings being left in the hands of district councils) there is no reason for transport operation itself at county level. The county would then have the alternative of providing services itself instead of subsidising another operator (although one hopes the advantages of small operators for some services would not be overlooked). Other useful by-products might result. The county operator could take over school bus services, and make them available to the general public. Of course, several objections may be made. Local councillors from such a wide area might find it difficult to consider the needs of other towns up to 60 miles away. But on the whole,

the idea seems worthwhile. Readers' comments are invited.

LINCOLNSHIRE ROAD CAR COMPANY

Further requests for subsidies, reported in the 'Grantham Journal', are as follows:

G	Grantham	- North Witham (23B)	£318 p.a.
"	"	- Stamford (24)	£1,550 p.a.
"	"	- Colsterworth (24A, 25A)	£928 p.a.
"	"	- Billingborough (26)	£559 p.a.
Sle	æford	- Bourne (34)	£585 p.a.
"	"	- Boston (36B)	£1,222 p.a.
"	"	- Louth (47)	£45 p.a.
Newark	- Fenton	(86)	£ 770 p.a.
Total			£5,977 p.a.

A request for the above total was made to Kesteven County Council in late February, but no direct offer was made and further details were requested. Early in March, Grantham Borough Council refused to support a subsidy, on the grounds that their town services already cross-subsidised rural ones; Bourne UDC have also refused to make a grant. It appears that the end of April is the deadline set by the Road Car Co. Looking at the particular services listed, nos. 26 and 34 would appear to be cases for independents taking over, 34 already being joint with Delaine of Bourne, and the recently-expanded concern of Kime of Folkingham being well-sited for both services. There may also be a case for collaboration with Kime between Boston and Swineshead on the 36B. It may be possible to rationalize the local services south of Grantham without creating hardship, and through services to Stamford possibly maintained by diverting through coaches of NBC operators from the A1 into Grantham which already call at Stamford, twice a day. Nevertheless, the total figure involved is not high, and the county council should be able to grant say £4000 at least as a temporary measure.

From Monday 7 December the Sunday service on 4A (Lincoln - Grantham) was cut to run between Lincoln and Welton only; weekdays are unaffected. Grantham outstation now has only one driver, the other having retired. Minor service cuts have been made at Scunthorpe and Goole - details next month.

Two REL6Gs with ECW B44D + 23 bodywork were delivered on Tuesday 19 January - 1219/20(MFE704/5J; chassis REL.3/1376/7), and licenced on 1 February to Newark and Scunthorpe respectively. Five SCs were withdrawn at the end of 1970(2401/28/30/45/53), reducing the fleet total from 378 to 373. 1910/11 replaced 2312/5 on 1 January, 1219/20 2003 and 2323 one month later. 2003 is notable as the first coach conversion to be withdrawn. It is confirmed that 2309/10 went to Thames Valley in December. 2312/5 were transferred to United Counties on 26 January.

Conversions: 1281 is still the only RELH conversion licenced. The seats are new (not from a Midland General RELH), although it is understood that the Midland General REs will receive the seats from 1425-27. The removal of plastic fleetnames is confirmed. Further express to o.m.o. conversions:

2670 to 2070	(seats ex 2214)	- completed	w/e 8 Jan
2682 to 2082	(" " 2212)	- " "	26 Jan
2683 to 2083	(" " 2055)	- " "	w/e 26 Feb
2676 to 2076	(" " 2056)	- " "	March.

Note that two of the 1966 batch of coaches are included: as with the RELHs the plastic fleetnames are being removed. 2070/76/82/83 become B43F. 2055/56, 2212/4 become B41F with seats from the corresponding MWs. Allocations are:

2070/82	Gainsborough, previously Scunthorpe.
2083	Scunthorpe
2076	Grantham
2212/4	Scunthorpe, previously Gainsborough
2055	Louth
2056	Newark

The exchange between Scunthorpe and Gainsborough is due to the fact that 41 seaters are unsuitable for o.m.o. This leaves only 2672(Scunthorpe), 2684(Boston) and 2685/6(Grimsby) unconverted. Regarding a previous conversion, 2213 was delicensed early in January and will probably not see service again. Lodekka 2311, repainted in standard livery, was licensed early in January and allocated to Newark from 1 February. Further DP/OMO repaints are 1657, 1660-2; 1657-60 are now at Scunthorpe, 1661 at Skegness and 1662 at Newark. Decimalization trainers DT1 and DT2 were used in the Northern and Southern areas respectively in the weeks preceding D-day, with revised layout including 6 tables. They are now delicensed.

Transfers have taken place between Grantham and Newark depots. 2373 moved from Grantham to Newark from 1 Feb., receiving 2347 in exchange. 2372 of Grantham has been delicensed for C • F overhaul. Newark also lost 1219 (to Scunthorpe) and 2389 (to Lincoln), but gained 1211 in place of 1219, and 2311. Two temporary exchanges took place between Newark and Lincoln from late December to mid-February necessitated by roadworks at Eggle. The service affected was the 7B, with a diversion requiring vehicles from Lincoln to return nearly to Thorpe in order to get through, and similarly in the reverse direction, adding some 20 minutes to the running time each way. The service is normally operated by double-deckers, mostly from the Lincoln end, but whilst the diversion was in operation a RELL had to be borrowed from Newark (usually either 1210 or 1216) in exchange for Lincoln's 2379. 2054 was also on loan to Lincoln, the exchange being Newark 2359.

KF EL3H, the replacement van for Scunthorpe's JFE195G which was written off after an accident in 1969, has itself been written off following a fatal collision with a lorry at Broughton cross roads on Monday 15 February. Scunthorpe SC 2458 was badly damaged on the front/offside corner in an accident on 18 February.

V RTs 1901/6/9 are frequently noted working service 1 (Grantham - Lincoln). In addition to notes above, Grantham depot has also had 2684 and 2497 on loan recently, while 2468/70 were being overhauled. From 4 January to 29 Jan (weekends excepted) buses were diverted from Holbeach High Street while work to lower the road surface took place.

Bridge examination on the A607 (Harlaxton Road) Grantham on Sunday 6 December in connection with strengthening policy for the APTs of 1976, necessitated a diversion of routes 23, 23B, 25/662 and 31 via London Road and Springfield Road vice Wharf Road and Harlaxton Road.

From Monday 7 December service 112 (Barton-Grimsby) was amended by withdrawal of the 0815 Barton-Goxhill (school days only) and 1325 Barton-Goxhill (Sats): other journeys were retimed by up to 21 minutes. At Immingham, a campaign to

(Continued page 33) obtain a local service around nearby villages for shopping began in January.

"RELIANCE" PROGRESS

Simmons & Co. ('Reliance') of Great Gonerby, Grantham, took a larger advertising space than many major operators to indicate new decimal fare scales for all their services in the local press: decimal fares were adopted from 15 February, and not a week later as with most bus operators*. Fare boxes have been fitted, into which the passenger drops the exact fare, receiving an automatically issued ticket. Boarding times have been reduced in comparison to conventional o.m.c. A new bus entered service at the end of February - STL725J, Bedford YRQ 483665 Willowbrook DP43F, which has ousted BCT605C, due to its narrow entrance and uncomfortable seats (WCT448 remains in service). However, after only a few days in service, a seat was slashed by vandals.

A NEW R URAA SERVICE *including Lincs Road Car & GCT.

In view of present cutbacks and subsidy demands, it is encouraging to hear of a new rural service being introduced. On Friday 5 February a joint Delaine/Lincs Road Car service between Rippingale and Stamford commenced, operating on schooldays only, but open to all passengers. Mr H Delaine-Smith described the load of 34 passengers on the first journey as 'very satisfactory'.

INDEPENDENT PSV OPERATORS

New vehicles delivered for the 1970 season include, for HUDSON of Horncastle, VFU686J, Ford R226 B CO4KB54064 Plaxton C48F.
 FOWLER, Holbeach now has OWX160 Bristol LD6B 108122 ECW H33/27RD 1956 ex West Yorkshire DX16. For the last 12 months the South Ormsby Group of Parishes (see earlier reports in LTR) has been without a bus, but in February purchased a Bedford OB from Milson of Coningsby (presumably LTB453) for £175.
 withdrawn in November,
 Further items from 1970 not previously reported due to lack of space: A new operator is W R Swinburn Ltd., Osborne Street Garage, Cleethorpes with 4110ET Bedford SB8 92273 Duple C41F ex Riley, Rotherham 11/70. Scutt, Owston Ferry acquired a batch of double deckers as non-psvs to hire to local farmers for staff transport last May and June: OCY664/6/3 (AEC Regent V/Weymann H60R ex S. Wales 481/3/90); XVT144 (AEC Regent V/PR H62R ex Tyneside PTE); P DV731 (Aec Regent III/Weymann H56RD ex Leon, Finningley) and FJF194 (Leyland PD2/1 Heyland H62R ex Leicester 155). A new mini-bus for Huteson, Barton in October was PND424J Ford Transit Williams Deansgate 12 seat. In the same month Hyke, Lincoln withdrew Morris J2 920FBE and Stringer, Scunthorpe SB5 TBE348H.

The vehicle of Cross, Hibaldstow previously given as GNL 709D is in fact GNL707D; other details unchanged. Stark, Binbrook withdrew EX9676 in March, and Stringer, Scunthorpe TFU900H in September. YUA359 of Smith, Corby Glen passed to Foster, Easington in April. Busst, Willoughby recommenced operation in September with WWB887 Bedford SBG 44955 Duple C41F ex Allison, Crowland. In June Fowler, Holbeach obtained XTB92 Bedford SBG 44586 Duple C41F from Howell, S Elmsall. Bedford UYG252 formerly owned by Ben Sketcher, Swinefleet, passed to Neave, Catfield in June. Carnell, Sutton Bridge acquired Bedford SBG NHR401 from Shaw, Maxey in August, after selling Leyland DJP647 to Dack, Terrington in July. In November, Blankley of Colsterworth acquired MRO135D AEC Re 2MU3RA6231 Plaxton C34F from Frames, Brentford. Bedford V AM FBE578D of Williams, Scunthorpe passed to Eaglen, Gainsborough in November, replacing SBO RDG365. Bedford SB5 DPW666C moved from Camplin, Donington to Elsey of Gosberton in November, replacing Ford SKY248. That same month, Emmerson, Immingham obtained Eastern National 500 - BNO 109B Bedford SB13 93620 DN C41F. Bedford SB5 RDC821 passed from Lincoln Pilgrim to Hyke of Lincoln in November, also withdrawing 53CWW that month. Another E. National SB13 to come north is BPU21B (no. 508; ch. 93942. DN C41F), now with Moore of Sleaford to replace SB HJF59. In December Smaller, Barton acquired RCG617 Aec Reliance MU3RV1231 Duple C43F, after withdrawing Bedford ODL51; VN0860 is still licensed. Barnard, Kirton Lindsey sold Bedford MEF352 in November. Copley, Fosdyke withdrew SB RRA994 that month. A Wallace Arnold vehicle was purchased by Stringer, Scunthorpe in October - 60BUA Leyland PSU3/3R 620376 Plaxton C49C. Holloway of Scunthorpe withdrew Transit RFW155H in October, as did Huteson of Barton KNC89F. Another minibus withdrawn is Kime's Trojan YBD823 (Nov). Bedford SBOs PPW855/9 of Story, Deeping St James went to Downmac of Tallington (works) last year. Smith, Corby Glen withdrew SB3 VWT564 in Nov, as did Sheffield of Cleethorpes IS6G FJN164. Pulfrey, Gonerby withdrew Reliance SDA163 in October.

Still in regular use on market day services in N.W. Lincs is Bedford OB MWB310 of Dodd, Belton, recently observed at Thorne.

LINCOLNSHIRE ROAD CAR CO(Continued from page 30)

Further notes to news summarized in the last LTR:

The conversions of 1425 series RELH to stage/o.mo. are being done in conjunction with three Midland General RELH of similar vintage(130-132),with exchange of winddws.First conversion was 1281,ex 1426,licensed 1 Jan. to Scunthorpe. Conversion of 1425/7 to 1280/2 is anticipated. Lodekka 2311 was repainted in green livery(see p.30) - thus no vehicles remain in cream livery for summer service at Skegness.In November 1658 was repainted in DP/OMO style,and allocated to Scunthorpe,followed by 1659 at Grimsby in December. There are four driver trainers in the fleet at present - 2372(ex Grantham),2335(Scunthorpe), 2353(Skegness)and 2360(Lincoln). SC 2405 was towed back from Skegness on 14 November,to reside in the yard at Central Works, having regained its wheels. 1401 was fitted last year with experimental oil-fired heating at Clayton's Lincoln works,and is occasionally loaned to Claytons for demonstration purposes. New RELL 1217 is based at Grantham.(Other details of changes at Grantham and Newark are somewhat complicated,but some are mentioned on p.29/30).SC 2414 is now with Hayball,Bishopstrow.

LINCOLN CORPORATION TRANSPORT

The new manager appointed to succeed Mr Jones last year is Mr W Dobbie. Panthers 42 and 43 have been repainted in the revised single-deck livery.Mr Dobbie was Deputy GM at Aberdeen.

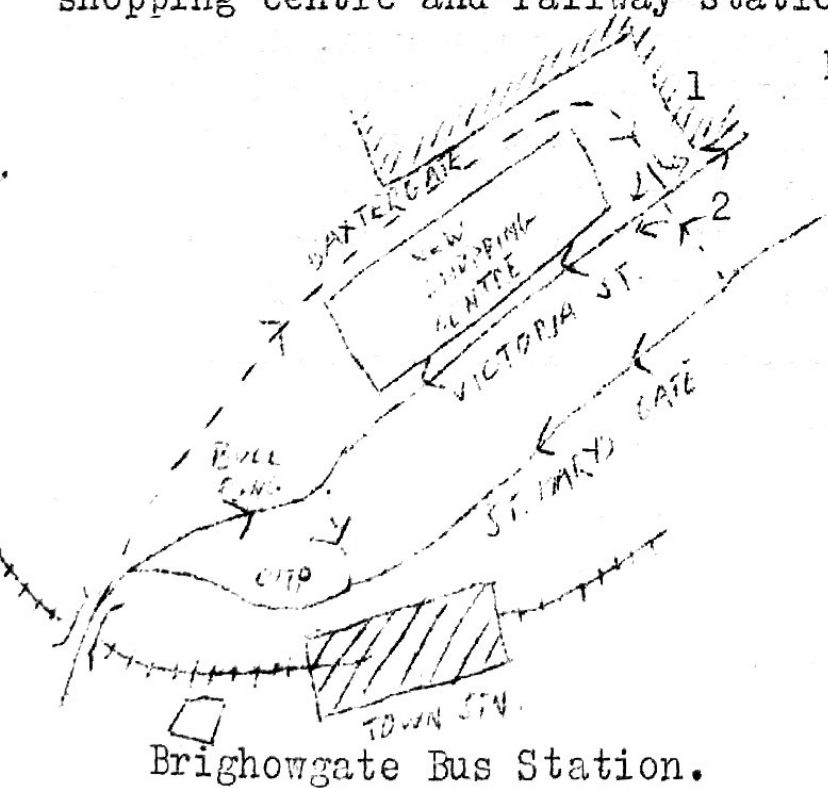
GRIMSBY CLEETHORPES TRANSPORT

At a time when bus-only lanes are being introduced in many towns,it is strange to report a case of a street being restricted to all traffic except buses and delivery vans,but after a few weeks,for the buses to resume their old route along a road busy with through traffic. Since the turn of the century,local tram and, later,bus, services in the centre of Grimsby,have operated eastbound only in narrow Victoria Street,westbound traffic running into the Market Place along parallel Bethlehem St/St Marys Gate. Other traffic has also followed this pattern for some years.However,completion of the new shopping precinct north of Victoria Street,with an associated road from Deansgate Bridge alongside the West Haven to join Victoria Street at the River-head,has provided an opportunity to divert through traffic,and since 14 February,eastbound traffic has run along this new road(which takes the old name of 'Baxtergate'),leaving Victoria

Street free. In consequence, bus services formerly passing through the Bull Ring now run behind the new centre before rejoining their former route at Riverhead. Access to the railway station is thus less convenient, but the new shopping centre, where shelters and subway are provided, directly served. The junction of Flottergate and Maude Street is cut off by the new road; hence from 8 February service 7 was diverted via South Parade and Earl Street in the Cleethorpes-Toothill direction, thus ceasing to provide a supplementary frequency to town centre over the Cleethorpes Pier - Riby Square section.

In the westbound direction, the opportunity was taken to reroute services 6, 8 and 9 from Town Hall Street along Victoria Street, rejoining the main westbound flow in the Old Market. By this means, the congested stops in St Marys Gate were relieved, and better access for the new centre offered to passengers from town. However, delays were caused in trying to regain the main traffic stream in the Old Market (no traffic signals being provided), and after a survey of passengers waiting at the new stops, the old route and stops resumed from 22 March. It is a pity that this useful change did not work - perhaps provision could be made in rebuilding of the Old Market area now taking place for a bus stand in the centre, with bus-actuated traffic signals to permit buses leaving the stand to enter the traffic stream over Deansgate Bridge; all services could thus be diverted, serving both the new shopping centre and railway station westbound.

MAP - Not to Scale



- - - - - diversions from 14.2.71
- (Bull Ring disused from 14.2.71.
- George St/Victoria St/OMP diversion now withdrawn).
- 1 'Riverhead'
- 2 George Street

Brighowgate Bus Station.

At the committee meeting in March the order for eight new Fleetlines for 1972 was cancelled, owing to non-availability of Gardner engines, but orders for 5 this year and 8 in 1973 continue. It is expected that the undertaking will be able to manage with the present stock. Talks are proceeding regarding one man double deck operation (at last!). At the previous committee meeting on 18 February it was confirmed that agreement had been reached with LRCC to increase frequency of service 16 (Willows Estate) to 10 minutes between 0800 and 1800, but this has not yet come into effect (LRCC now use a VRT on this service). At the committee meeting on 21 January a drop of revenue of £35,000 for the nine months to the end of 1970 was blamed on one-day token strikes and wage increases. The estimated deficit by 31 March 1971 will virtually eliminate the reserve fund.

From 25 January, service 6X was withdrawn and replaced by alterations to services 6 and 9 as earlier reported in LTR. The additional peak runs on 6 via Thrunscoc carry service number 6X. On 13 March 1971 a lamppost outside the police station was demolished by a Fleetline 'decker, which itself sustained damage at the front/nearside corner.

Grimsby Borough Council has refused to lease land to Woolco necessary to carry out works for their proposed superstore to meet planning conditions earlier laid down by the same council. This unconstitutional reversal of permission previously given probably ensures that the scheme will not go ahead, and the existing shopping centre protected. However, some running-down of the Freeman Street shopping centre is likely, although buses continue to be overcrowded at peak shopping times in this area. There appears to be a surplus of shopping space in the town at present, which could well cater for future South Humberside development, if good transport is provided.

INSTITUTE SETS UP SOUTH HUMBERSIDE BRANCH

An inaugural meeting of a local centre of the Institute of Traffic Administration at Cleethorpes on 8 March was well attended, and described as enthusiastic by the national secretary and director, Mr F R Pywell. Previously, the nearest branch was at Hull. A local committee was elected. The Institute of Transport Humberside section bases its activities in Hull, for which evening meetings are an impossibility for those in Grimsby.

(cont. from p 26)

Spalding to London (Kings Cross, Wembley or Heathrow, as required). This is operating every Thursday from Spalding at 0810, returning in time for local bus connections to nearby villages. Thursdays are early closing in the town. For some time, Elseys have operated a regular excursion to Leicester.

On Saturday 20 March over 500 people found themselves on an unexpected visit to Lincoln, when a BR mystery tour from Manchester called at the city. On Wednesday 10 March a Cleethorpes - Sheffield dmU collided with a derailed oil tanker train at Hibaldstow crossing, damaging the cab. No one was injured, but two passengers were treated for shock. On 18 March the 0850 dmU from Doncaster ran into the buffers at Cleethorpes, four women passengers being slightly injured. In March, Albert Bostock, Grimsby & Immingham Area Manager, for the past four years, retired, and was succeeded by Mr B D Scott, formerly assistant passenger officer at BRB headquarters. Mr Bostock has been in poor health recently and retired early. 'Topping out' of the flyover to carry the A160 over the railway at Ulceby took place in January.

In March, the 'Royal Scot' locomotive preserved at Butlins Camp, Ingoldmells, was moved by road to Bressingham, Norfolk. The Lincolnshire Coast Light Railway operates its usual timetable this summer - a 20 minute service from 1005 to 1845 at Easter (9 to 12 April inclusive) and from 29 May to 3 October inclusive. An article on the line appeared in the 'Railway Magazine' May 1970. A booklet of 28 pages + 4 pp photos. is now available at 12½ p from P Balderson, 46, Cromwell Road, Cleethorpes.

RURAL BUSES.

There is little more positive news to report, and Lindsey County Council maintain their narrowly decided (36 to 32 vote) refusal to subsidise. More detail next month.*

THANKS FOR NEWS to: David Kaye, Grantham; A Colley, Grimsby; P G Baines, Lincoln; Omnibus Society & PSV Circle news-sheet.

* The LRCC request for Scunthorpe-Brigg subsidy, mentioned last month, should refer to the Sundays only 171 via Broughton, not the 114. The four routes Lindsey were asked to consider appear to have been a 'sample' to test reaction. The 2055 ex Grimsby run by Appleby (Jan, p 15) now runs SSu only.

NOTICE

We apologise to readers for the lack of a printed cover on this issue, due to the postal strike delaying photographs to be used in making plates for a new one. The next issue to be published will be May/June; thereafter LTR will appear monthly.

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EAST MIDLANDS INDUSTRIAL ARCHAEOLOGY CONFERENCE

On Saturday 8 May a Conference will be held at Lincoln City Library and Museum, including a tour of Lincoln, and, in the afternoon at the Museum of Lincolnshire Life, Old Barracks, Burton Road, a talk by Dr J H Appleton, MA MSc, Reader in Geography University of Hull, entitled 'Some Strategic Aspects of the Railway Development of East Lincolnshire'. Fee for the Conference will be 25 p. Further details and booking form are available from The curator of the Museum of Lincs. Life.

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ON SALE NOW - AVAILABLE FROM STOCK.

"AN INDUSTRIAL HISTORY OF GRIMSBY AND CLEETHORPES"

Peter R White.

Prepared for the Lincolnshire Industrial Archaeology Group, this 44 page book covers many aspects of local development, including the docks, transport, electricity, gas, water, resort development and housing. A statistical appendix, map and illustrated cover are also included in the price of 25 p plus 5p postage. Available from the Industrial Archaeology Group of LTR.

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SUBSCRIPTIONS

We appreciate the fact that the postal strike has delayed the receipt of renewal notices, but would be grateful if renewals could be made as soon as possible. Thank you.