



# LINCOLNSHIRE AND HUMBERSIDE TRANSPORT REVIEW





## LINCOLNSHIRE AND HUMBERSIDE TRANSPORT REVIEW

“Lincolnshire Transport Review” and “Humberside Transport Review” go together to form this Journal of Transport News, Views and History of Lincolnshire and Humberside. We aim to give coverage of all forms of public transport, giving special attention to railways and bus operators.

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### COVER ILLUSTRATIONS — FOCUS ON SOUTH HUMBERSIDE

Top : A Cleethorpes to Newark train taken near Woad Lane, Great Coates on Sunday 16th March 1975 when services were diverted via the Grimsby to Immingham freight line. The grass in the foreground is growing on the trackbed of the old Grimsby – Immingham Tramway which was closed in 1961 and ran alongside the railway for much of its way. (L&HTR).

Below : Taken at the Tor Line ferry terminal at Immingham on the 22nd September 1974, Grimsby – Cleethorpes Transport Open Top Bridgemaster 133 and a Lincolnshire Road Car VR are dwarfed by the passenger and vehicle carrying ‘Tor Hollandia’. (L&HTR).

### TOWNS AND CITIES

	<u>Lincolnshire</u>	<u>Humberside</u>
Ports :	Boston.	Goole, Grimsby, Immingham Kingston upon Hull.
Resorts :	Mablethorpe, Skegness, Sutton-on-Sea, Woodhall Spa.	Bridlington, Cleethorpes, Hornsea, Withernsea.
Heavy Industry :	Gainsborough, Grantham, Lincoln.	Scunthorpe.
Important Market Towns :	Boston, Grantham, Louth, Spalding, Stamford.	Beverley, Brigg, Driffield, Pocklington.
Other Smaller Towns :	Alford, Bourne, Caistor, Holbeach, Horncastle, Market Rasen, Sleaford, Spilsby.	Barton-on-Humber, Crowle, Hessle, Howden, Market Weighton.

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**THE LINCOLN AND EAST COAST RAILWAY.**

By 'Forward'.

One of the principal towns of Roman Britain the city of Lincoln owes its title to that, and it remained important through the ages despite the fact that the main road from London northwards crossed the Trent by the medieval bridge at Newark rather than by the paved ford at Littleborough. It was the largest town which the London and York Railway planned to serve, while the Direct Northern Railway followed the Great North Road through Stamford to cross both arms of the Trent near Newark. Following the amalgamation of the two schemes the replanned line came north through Peterborough avoiding Stamford, while the secondary route from there through Boston and Lincoln terminated at Gainsborough, thus Lincoln was off the main line. The Lincoln to Grantham line through Navenby, however, took from the older line via Boston much of its former traffic. To remedy this the Great Northern Railway sponsored the construction of the branch from Kirkstead and over it ran through services to London via Boston from Horncastle. Then with the rise in popularity of Skegness, Sutton-on-Sea and Mablethorpe as summer resorts a further problem faced the railway company. From Lincoln the route to these holiday towns was either through Boston or Louth. Neither was direct, and that via Louth involved a change in the running direction of the train both there and at Bardney.

In the last years of the century there was planned the Lancashire, Derbyshire and East Coast Railway. The original scheme would not have brought that Company's trains into either of Lincoln's two stations, for it would have passed under the northern portion of the city in tunnel and then struck a direct line to Sutton-on-Sea where it was planned to construct a large dock. Westwards from Lincoln the railway as built crossed the Trent by a lengthy viaduct and bridge at Clifton, and intersected with the Great Northern Railway main line at Tuxford. Skirting the southern Dukeries it divided at Langwith; from there the northern arm ran to the Midland line at Sheffield and the other continued through Bolsover tunnel and viaduct to Chesterfield where it crossed the town on arches high above street level to the Market Place station. The continuation westwards would have passed over Miller's Dale on a viaduct as high as the base of the dome of St. Pauls cathedral, and then on to the Manchester Ship Canal at Warrington. The reason the line was planned may be summed up in a single word - coal. The railway as built between Chesterfield and Pyewipe Junction, Lincoln taps Britain's most productive coalfield. Mining subsidence has caused the abandonment of the line betwixt Shirebrook and Chesterfield. The plan was to export coal in large quantities both at Sutton-on-Sea and by the Manchester Ship Canal. In fact coal carried by this railway went to London over the metals of the Midland Railway, Great Northern Railway, and the Great Eastern Railway, and indeed it seemed likely that one or other of these three lines would take over the little railway system. The Midland Railway had completed its direct line betwixt Sheffield and Manchester by the end of the century and the Lancashire, Derbyshire and East Coast sent freight and one express passenger train over it to Manchester daily.

Eastwards the matter of coal exports was first looked after by the Great Northern Railway which afforded running powers for the L.D. & E.C. to Boston. However, as the port of Boston cannot accommodate large ships the offer to the Great Central Railway to give running powers to Grimsby was accepted, and the deepest dock on Britain's eastern coast was then under construction at Immingham. Thus started the association which ended with the L.D. & E.C. becoming part of the G.C.R. This amalgamation was achieved by the Great Central offering the hand of friendship trafficwise to the G.E.R. and the G.N.R. Thus the three lines would have become one if parliament had not vetoed it. Then was forged between the three what became known as the 'Triple Alliance' resulting in the construction of two further railways.

The Mansfield Railway ran through the town of that name in connecting Kirby Junction on the G.C. main line with Clipston Junction on the former L.D. & E.C. line. This was very much a coal line, though, as we hope to show, express passenger traffic over it was considerable during the summer months. The other new railway was the Lincoln and East Coast Line, or in legal terms the Kirkstead and Little Steeping Railway. The Act authorising the construction of this railway was obtained in 1912 and the main contractors were Messrs Arnold and Sons of Doncaster, while Mr. C.J. Brown was Engineer in Chief. So quickly was the line constructed that it was opened for traffic on July 1st, 1913, when Lincoln had a very direct railway service to Skegness, Sutton-on-Sea and Mablethorpe. Until then unlike Cleethorpes, Skegness had not been easily accessible to the great towns of northern England.

During the years this railway, some eighteen miles long, was in operation, it carried express passenger trains to the Lincolnshire coast resorts from Leicester, Loughborough, Nottingham, Mansfield, Sutton-in-Ashfield, Chesterfield, Sheffield and Manchester, together with others from Wakefield, Leeds and Bradford. Then there was the local service between Coningsby, Tumber Woodside, New Bolingbroke, Stickney and Midville consisting of some four or five trains each week day. Only Stickney and Midville had a Sunday service among the intermediate stations. In 1915 the railway was closed and the metals removed for use elsewhere. It became fully operational again on July 9th 1923. Goods traffic ceased at the end of March 1964. Its stations became unstaffed halts as from October 1968 and passenger traffic ceased in October 1970. The express trains over the line were generally composed of Great Central and Great Northern corridor stock. Their motive power was originally represented by G.C.R. 4-6-0 & 4-4-2 locomotives together with G.N.R. 2-6-0 & 4-4-0 engines; I never recall a G.N.R. Atlantic at work over the line, though the larger L.N.E.R. types worked over it in latter years of course. If one discounts the new diversion line over the King George V Bridge at Keadby, the Lincoln & East Coast Line was the final addition to the Lincolnshire railway system for general traffic use. Writing in 1903, G.E. Jeans says of Lincolnshire "The sea coast places ---- are the great summer playground of the working classes in Nottinghamshire, Derbyshire and Leicestershire besides drawing many from Yorkshire and even Lancashire, who are conveyed by the spirited northern railways in express excursion trains every day through the summer at fares for which, south of London, one could hardly get to the suburbs". Additionally one could then leave Kings Cross early on Sunday morning; in the summer, spend most of the day at Skegness & return to Town for exactly two shillings and sixpence. The G.C.R. gave an even longer stay at Cleethorpes on Sunday, & you travelled in some of the finest coaching stock in the land, upwards of four hundred & two score miles, four shillings & threepence being the charge for the journey outwards & back to Marylebone. When one thinks of what these excursions meant to the less fortunate citizens of our great towns, what will posterity have to say of our generation who abandoned lines such as the Lincoln & East Coast Railway having regard to their costs of construction after a lifetime of about fifty years?



MARKET SEVENTY - SIX : 5 - BOURNE

By David Kaye.

Until I drove into Bourne on the edge of The Fens on the Thursday after Easter, I had begun to wonder whether the overall verdict at the end of this series would not be that the Lincolnshire market towns are dying on their feet. However, here I found the opposite to be true. Along the west side of North Street I counted ten separate market stalls, some of which were much larger in size than those I had encountered elsewhere in my travels lately. Along West Street I located a further dozen stalls, plus the one and only vacant one. On the east side of the Market Place itself were another eight stalls, whilst a solitary one stood on its southern side, outside the Nag's Head public house. I noticed that about half of the stallholders were selling clothes or materials for making clothes, whereas in the four previous towns which I had visited the accent had been firmly on eating and growing food & plants.

Bourne stands at the crossroads where the A15 Normans Cross - Peterborough - Market Deeping - Sleaford - Lincoln - Brigg - New Holland road meets the A151 Colsterworth - Spalding - Holbeach road. Indeed since Roman times Bourne has had good facilities for egress, since it was at the junction of King's Street (Water Newton-Ancaster) and Mareham Lane (Bourne-Lincoln), whilst nearby was cut Car Dyke, the canal which joined Cambridgeshire with the River Witham. Until 1960 Bourne was a railway junction, where the single track from Sleaford, through Billingborough, met a line that joined the market town with the Great Northern Railway main line at Essendine. A third set of rails was that of the former Midland and Great Northern Joint Railway which went eastwards to Spalding, Holbeach, Sutton Bridge and King's Lynn, and westwards from Bourne to Melton Mowbray. All that now exists to remind the visitor of this railway past is the large goods shed, which is now being used for industrial purposes. Nevertheless the withdrawal of railway communications has not led to the withering of the town, for the population has risen from 5,400 in the 1961 census to 6,950 by mid-1975.

All over Britain the name Bourne is synonymous with the words "The Delaine", the chrome script fleet legend being unscrewed from each vehicle before it is sold and is then lovingly attached to the new replacement vehicle. Indeed the firm's managing director, Mr. H. Delaine-Smith, informed me that there is a long waiting list to purchase the famous trio of Leyland Titans (Nos. 45, KTL780, 48, OCT566 & 50, RCT'3), when they are eventually withdrawn from active service: their popularity is no doubt partly due to being the only double-deckers ever to be built by Yeates. After years of campaigning Mr. Delaine-Smith's dream of a Bourne Bus Station is now a reality on the corner of North Street and St. Gilbert's Road, and on market days this is a hive of activity. In the period 10.15hrs. to 11.50hrs. I witnessed Delaine buses departing to Dyke village (which owes its name to the aforementioned Roman Canal), to Langtoft, to Stamford (via Essendine) and to Sleaford, whilst there were Delaine arrivals from Greatford, Hacconby and Peterborough. The latter route is usually maintained by Leyland Atlanteans.

The real sign of a change of the tide can be seen at Bourne, for on 16th December 1975 the Delaine began to run a town service, which in three loops, covers well over half the roads in Bourne four times between 09.15hrs. and 13.11hrs. each Tuesday, Thursday and Friday. Before it was inaugurated some two thousand timetable leaflets were distributed through people's letter boxes. At first the response to this subsidised route was a little disappointing, and it was not until its eleventh day of operation



(Thursday, 15th January 1976) that over 100 passengers were carried in one morning, but gradually this built up to a peak of 207 passengers on Thursday 26th February, a fine day according to my diary. By the end of March 1976 the average loadings had been as below:-

Tuesdays	80.8
Thursdays	127.8
Fridays	55.6

These figures include a group of sixteen school children, who armed with a two pence piece, joined the bus at Ancaster Road and sat through all three loops, before returning to their starting point: thus keeping some mums happy for an hour! On the day of my visit the oldest single-decker in the fleet 1968-vintage No. 65 (KTL193F), a 41-seater Bedford, was on duty with a red printed notice "TOWN SERVICE" stuck to its windscreen.

The new Bus Station is next to an even newer library and opposite the new Bourne Health Centre, all of which make it a convenient focal point. With no formal "platforms" there is the maximum manoeuvrability for the many operators using the concrete area, with its entrance from North Street, and its exit into St. Gilbert's Road. The Lincolnshire Road Car Company used to have a garage in Bourne, and in 1960 ran three routes, viz 20 (Spalding - BOURNE - Grantham), 34 (BOURNE - Sleaford), and 70 (Spalding - BOURNE - Melton Mowbray), but later that year the 70 was taken over by Bartons as their new route 16. Route 20 has shrunk over the years from 75 weekly departures down to 58, and no Sunday buses now operate. On the day of my visit the two Holbeach buses working the route were ex-West Yorkshire Bristol MW 2271 and Leyland National 2807. Indeed it was the first occasion on which I had seen one of these cumbersome vehicles on the 20. Route 34 used to be the only joint route between a member of the then British Transport Commission and an independent. In the case of this route the number of departures has dropped from 54 down to 40 over the same period, and here again, no Sunday buses are now run. Bristol LH1026 was the Road Car's choice on April 22nd, whilst Delaines had supplied the Bedford YRQ No. 71 (VTL132K).

Kimes, another expanding firm, were using their Plaxton bodied Volvo NTL 857M on their market day route along the A15 from their base at Folkingham, whilst along the B1177 by-road came Wings of Sleaford No. 30 (VTL990K), a Plaxton-bodied Bedford YRQ. From the opposite direction came Blands TNB445K from Cottesmore, a Plaxton-bodied Seddon, which still bore the distinctive orange and white livery of SELNEC.

Loadings seemed to be quite satisfactory on this windy, but sunny day. I saw some buses with up to 30 passengers on board, as was the case when Delaine No. 76 (HTL755N) arrived at 10.15 hrs. from Dyke. There were four passengers for the 460 National express route (Cleethorpes - Lincoln - London) at 11.21 hrs. bound for London. 1402 had no room for them, so they had to wait for 1436, following in its wake. Later 1433 passed through the town on express route 462.

The new town map, outside the town hall and former bus waiting room in the Market Place shows the line of a projected by-pass, but I understand that this is likely to remain a pipe dream for some years to come, although the eventual opening of the Humber Bridge, may bring more traffic onto the A15, via the new M180 motorway. Whilst I was in North Street, twice the police had to stop all traffic to allow wide loads to negotiate this narrow thoroughfare.



## FOOTNOTES .

### 1. Delaines Town Service.

It was a champagne start for the service on the 16th December 1975 with the Mayor, Coun. Ray Cliffe, and his wife insisting on a "bubbly" toast at their own expense. The inaugural ceremony was held at the bus station. Apparently several schemes were explored before the present one was decided on.

### 2.) Other bus services.

As from Saturday, February 7th, 1976 a revised service came into operation on Saturdays on Delaines Bourne to Stamford (via Market Deeping) route. An additional journey departs Bourne at 09.35hrs for Stamford arriving at 10.15hrs. An additional journey departing Stamford at 10.20hrs for Bourne arrives at 11.00hrs. The following journeys cease to operate: - 208.15hrs journey ex Stamford to Market Deeping and 20.35 ex Market Deeping to Stamford.

As from Saturday February 7th the Bourne to Stamford via Essendine route was amended on Saturdays as follows: - The 11.15 ex Stamford to Ryhall & the 11.25 ex Ryhall to Stamford journeys were withdrawn. The 19.40 ex Bourne to Stamford was retarded to 19.50. The 21.00 ex Stamford to Bourne was advanced to 20.30, the 21.50 ex Bourne was advanced to 21.15, and the 22.30 ex Stamford to Bourne was advanced to 22.00

The Bourne to Sleaford via Billingham route was also revised from the 7th February on Saturdays. The following journeys ceased to operate: - The 22.10 journey ex Bourne to Sleaford, and the 22.15 ex Sleaford to Bourne journey.

Lincolnshire Road Car look like withdrawing their service between Spalding and Grantham after a decision by the county council not to pay an £11,000 subsidy needed to keep the service going. Mr. Delaine-Smith has heard nothing officially about whether the service is open for private firms but feels that any independent operator would have difficulty in making the service pay. He points out that he runs a service from Bourne to Spalding on Tuesdays and very few people get on the bus at the villages in between. It is suggested that if a private firm did take over then the service would only be a limited one.

Loadings on the Bourne Town Service reached a new peak of 1,855 in August (cf 1,024 last January).

Eastern Counties are reducing their route 382 (Deeping St. James - Market Deeping - Peterborough) frequency so there is the further possibility that Delaine may be increasing theirs to take up some of the slack.

### 3). Rail Services.

The Great Northern Railway working timetable from October 1st 1914 shows considerable movements. On the Down line arrivals/departures were as follows - at Bourne :- 0440 (Mon. Ex) ar., 0500 dep. M&GN goods; 0610 ar. ex Essendine goods; 0540 ar. (Mon. Ex) 0630 dep. M&GN goods; 0700 dep to Sleaford (Mon. only) mixed; 0707 ar (Mon. Ex), 0805 dep. M&GN goods; 0720 ar. ex Essendine mixed; 0755 M&GN dep, passenger; 0900 ar. ex Essendine, goods; 0909 dep. to Sleaford, passenger; 0945 (Mon. only) dep. M&GN goods; 1020 ar. ex Essendine, mixed; 1055 ar. 1056 dep. M&GN passenger; 1127 ar. M&GN goods; 1148 ar. (Sats. only), Light engine; 1154 ar. ex Essendine, dep. 12 25 going forward to Sleaford, passenger; 1455 dep. M&GN goods; 1335 ar. (Thurs. only) Light engine; 1420 ar., 1430 dep. M&GN passenger; 1425 ar. ex Essendine, passenger; 1525 dep. to Sleaford, passenger; 1616 ar. ex Essendine, mixed; 1620 ar., 1623 dep. M&GN express passenger; 1635 dep. M&GN passenger; 1700 dep. (when necessary), light engine; 1702 ar. M&GN goods; 1732 ar. M&GN passenger; 1745 ar., 1755 dep. Ex Essendine going forward to Sleaford, passenger; 1800 dep. to Sleaford & Grantham, goods and coal; 1814 ar. (Mon. only), M&GN, goods; 1917 ar. ex Essendine, passenger; 2012 ar., 2015 dep., M&GN passenger; 2050 dep. M&GN goods; 2056 ar. ex Essendine, 2059 dep. to Sleaford, passenger; 2154 ar. M&GN goods; 2345 ar. 0045 dep. (Mon. Ex.) M&GN goods.



## BOOK REVIEW

"Letters and Papers concerning the Establishment of the Trent, Ancholme and Grimsby Railway, 1860-1862". Edited by Frank Henthorn, Ph.D.  
130 pages, 10 illustrations, 55 page introduction.  
Published 1975 by the Lincoln Record Society.  
Available from the Lincoln Record Society as volume 70, c/o Lincolnshire Archives Office, The Castle, Lincoln.  
Price £7.00 plus postage and packing.

This publication starts with a lengthy introduction to the relevant documents which set out the steps by which this railway line came into being. The reason for the line was ironstone, the same ironstone that now supports Scunthorpe and the future of the line.

The volume includes some interesting illustrations including the first railway swing bridge at Keadby, one of the early engines used on the T.A.G. Railway (one of four 2-4-0 engines with 5'6" wheels, built by Beyer Peacock for the Sardinian Railways, but bought by the M.S. & L. in 1865.), and part of the impressive Frodingham Viaduct (the "Gunhouse incline") near the Scotter Road between 1900 and 1910. Most of the viaduct has now been filled in by an embankment.

The price of £7 will no doubt put many people off buying the book but in these days of inflation the price is probably unavoidable for such a well printed and presented specialist book. To the person wanting a complete library of books giving details of railways in this area this publication should not be missed.

## NEW BOOKS.

"Fifty Miles from Spurn", Google scrapbook by Barry Beadle.  
Limited edition. Price 80p.  
Available from the Humber Paddle Steamer Group, 40 Reynoldson Street,  
Newland Avenue, Hull, HU5 3BH.

This first edition of "Fifty Miles from Spurn" was published to co-incide with the Port of Google 150th Anniversary in July 1976.

"British Battery Electric Buses", by David Kaye.

Readers will no doubt be interested to hear of David Kaye's latest book although not relating to Lincolnshire and Humberside. The book traces the progress of the British Battery Electric bus from its early beginning right through to modern day experiments in the seventies. The book is extremely well produced and includes 18 pages of text plus eight pages of photos in the centre. It is published by the Oakwood press as Locomotion paper number 98 (the same series that includes the 'Alford & Sutton Tramway' and the 'Axholme Joint Railway' both of which are out-of-print) and is available from booksellers at £1.05.

## SOCIETIES AT WORK

### SANDTOFT TRANSPORT CENTRE.

The site is slowly beginning to wake again from the slumber which inevitably tends to follow an event like the Gathering. Many of the site tasks undertaken during August involved restoring Sandtoft to normal. Vehicles were steadily restored to their normal positions and the various paraphernalia strung around the site for decoration for the Gathering was removed. Some further progress has been made on the bookshop, where a start on fitting plasterboard to the ceiling frame was made towards the end of August.

Certain vehicles have also seen attention. Work has resumed after a short lay-off on Nottingham 466, while, after a longer lay-off, progress is again being made on 506, from the same fleet. Further sections of the roof have been painted in green undercoat and the upper deck ceiling has been rubbed down prior to receiving top coat. Some interior window frames have been sanded down and some of them painted. Liege 425 has been the subject of a good deal of attention lately and this has involved rubbing down the rear dome and exterior window frames, painting the rear dome, frames to the resistances, and trolley-booms with red lead, and painting the resistance covers black. Much of the roof on Huddersfield 619 has been stripped preparatory to repainting and repairs have been effected on the speedometer generator and a leaking low-tension battery.

The two principal tower wagons have received mechanical repairs recently. Bradford 033 has been undergoing brake repairs in the new workshop, which has involved replacement of a suspect master cylinder. Nottingham 802 is being greased and lubricated after running 'dry' in all departments during a hectic summer's operation.

Finally Redding 193 has been washed and cleaned out, and visited Doncaster for an exhibition.

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### RIVER SCENE

#### SEALINK - HUMBER FERRIES

The BR cruise programme had a major setback when the cruise scheduled for the 2nd October on 'Farringford' had to be cancelled as the vessel was withdrawn for repairs. In fact the last couple of months has not been without its problems. The 'Lincoln Castle' was withdrawn for boiler repairs and cleaning on Saturday and Sunday 14th & 15th August. Then on the 21st September 'Farringford' was withdrawn with suspected rudder trouble after it limped into Victoria Pier at Hull at 15.00 hrs. It was hoped to have the vessel back in service by the 27th but repairs to the faulty rudder revealed the need for general engine repairs preventing her from re-entering service. 'Farringford' finally returned on the 2nd October. She left Alexandra Dock and was then cleaned before re-entering service. During 'Farringford's' withdrawal the 'Lincoln Castle' operated a train-connected one-boat service. 'Farringford's' re-entry into service came too late to prevent the cancellation of the Humber Bridge cruise scheduled for the 2nd October. To complete the picture 'Lincoln Castle' was taken out of service on the 15th October for boiler cleaning.

As reported in 'County Rail' last issue (page 79) ferry users were asked a number of questions in September as part of a survey which could decide the future of the ferry service. All answers will be analysed by BR, the National Bus Company and the Humberside County Planners.



## COUNTY RAIL

## BRITISH RAIL

It is somewhat pleasing to hear that BR are to improve the passenger service between Spalding and Peterborough and at no extra cost to the Spalding ratepayers. Since the reopening of the line with a local authority subsidy the basic service has been two trains per day in each direction (Mon.-Fri.) plus an extra return journey on Saturdays being added more recently. Loadings have been rather poor and this has led to considerable discussion as to whether the service should continue or be withdrawn and the subsidy channelled into a more frequent bus service. But despite all the difficulties the line has somehow managed to survive and now Spalding's townspeople have the opportunity to take advantage of BR's experiment of an increased frequency and a more attractive fare. BR hope that the improvement to the service will lead to a substantial increase in passengers and thereby secure the future of the line.

This improvement to the Spalding service continues the ups and downs of 1976. Earlier in the year we saw the improvements to the Cleethorpes-Doncaster service, the introduction of the MkII stock on the Humberside - London trains, the announcement of the new 75m.p.h. freight services from Humberside, and the fares freeze. But all this has been matched by a series of rather disturbing cuts including the introduction of a reduced passenger service from Barnetby to Retford, the Sunday withdrawal of passenger trains between New Holland and Grimsby during the winter, and now the planned closure of Grimsby Docks rail facilities. Fortunately the New Holland cuts due to come into force on the 3rd October have been deferred for further talks with local authorities and other interested parties. But it has been made quite clear that the withdrawal of Grimsby docks facilities is not open for negotiation & as soon as union agreement has been reached the closure will go ahead with tracks being ripped up. Railmen's Union leader Mr. Sidney Weighell has attacked the plan to withdraw the rail facilities as 'ill-conceived & is urging members to fight the proposals. Mr. Weighell, the general secretary of the NUR has written to the BRB asking that no further action is taken until the NUR has more information about the closure. It appears that the NUR are one of the few groups who may be able to persuade BR to keep some rail facilities in operation especially if they could come up with some worthwhile economies. The closure move comes after a big drop in the amount of materials handled by BR to & from the docks. In addition to the docks closure the West Marsh marshalling yard would also close with wagon handling being transferred to Immingham. In 1972 the total tonnage handled by BR was 267,000 which earned £261,000 and its docks costs were £87,000. Last year it transported 28,000 tonnes with an income of £64,000 but dock costs were almost £2,000 more than this at £66,000. It is understood that 56 jobs will be lost & perhaps this is the key to the closure. 56 men seems a very considerable number of people to operate the present level of activity. In recent years bulk movements have largely dried up, slag is no longer available from Scunthorpe, Dixon's Paper Mill is now closed wiping out another source of income, pyrite is no longer imported through Grimsby for British Titans Products, exports of cars have stopped and Grimsby no longer has exclusive export rights on iron & steel.

Opposition to the docks closure has been widespread but following a recent meeting between BR & local councillors it became clear that BR are not prepared to negotiate on the withdrawal of freight services. BR has been instructed by the government to eliminate their freight losses. It is also feared that further cuts may be on the way including further reductions in passenger services frequencies. Although there appears to be no plans at present to completely withdraw passenger services it is suggested that any further reductions in the level of services will make them so unattractive

to passengers that loadings will drop and total closure soon become inevitable.

FIRSBY. Lincolnshire's County Planning Committee have backed the idea that the County Council should buy the whole of the disused Louth to Firsby railway line. The Countryside sub-committee have suggested that the line might be used for recreational and educational purposes as well as wildlife conservation, agriculture and light industry. BR are asking £70,000 for the line.

GOOLE. Normal train services between Goole and Hull were restored on Monday 4th October after extensive engineering repair work on the Ouse swing bridge at Hook. Services were disrupted on August 2nd when the bridge was struck by a Danish vessel. After carrying out a thorough survey of the bridge BR re-instated single-line working & imposed a 15m.p.h. speed restriction and a weight limit. Local trains therefore continued to use the bridge during repair work but inter-city trains were diverted via Selby.

BRIDLINGTON LINE. Dr. John Gilbert, Minister of State at the DoE is to be asked to meet a small deputation of MPs and councillors from North Humberside to discuss the future of the Hull-Bridlington and Scarborough railway. Savings have been made on the line but a BR official has pointed out that these have not been spectacular. Great savings were to be found in investment on such things as automatic level crossings but BR have not the funds at present to invest on branch lines. Between 1972 and 1975 passenger journeys have increased by 5%. Recent years has seen the development of commuter traffic into Hull and the introduction of park-and-ride facilities. 11 miles of track has been singled to reduce maintenance & the size of the local management structure has been reduced. Train mileage has also been reduced by careful planning & it is proposed to close the branch to Filey holiday camp and transfer passengers to Filey station.

VANDALS. BR engineers were counting the cost of damage to the soccer special vandalised by fans returning to Sheffield on the 14th August after a match with Grimsby. All eight coaches of the special train were taken out of service. The list of items broken or missing include 130 lampshades, 379 light bulbs, nine fire extinguishers and a number of toilet seats and fittings. A large window and six toilet windows were smashed, a toilet door is missing and the ceilings and walls have been liberally coated in spray paint.

PARAGON STATION, Hull. Hull's Paragon station looks like retaining its eye-catching Victorian glass roof. Councillors on Hull's Planning Committee have decided to support moves which would keep the intricate structure more or less in its original form. BR say that they are several possibilities including total demolition or the replacing of the roof glass.

HUTTON. Trains on the Hull to Scarborough line were on special alert on the 29th September after a woman crossing-keeper slipped and injured herself & could not close the gates to road traffic. Train drivers were warned to take extra care near the crossing at Hutton Gates which is three miles up the line from the scene of a fatal accident three months ago when a motorist was hit by a train on the Kilnwick crossing.

WICKENBY. A 20 year old man died when the truck he was driving was struck by a train at an unmanned crossing at Wickenby near Lincoln. The truck was struck by a diesel locomotive at the crossing known locally as Doughty's crossing which connects farms tracks. The loco was pulling a train of empty oil-tanker wagons. Both lines were blocked for about three hours on the 19th October with the train blocking one line and the truck the other. The truck was carried about a quarter of a mile down the track with the driver trapped inside.



## BUS NEWS REVIEW

### NATIONAL BUS COMPANY.

#### EAST YORKSHIRE MOTOR SERVICES.

We now have further details of the alterations included in the new timetable that was introduced on the 23rd May.

1/51(Hull-Tranby/Willerby Circular).Only one journey per hour operates as a circular in each direction.To compensate,new services 1A and 1E have been introduced.1A runs Hull-Anlaby-Willerby,and 1E operates evenings and Sundays from Hull to Willerby(Parkway)via Route 1,Anlaby(Red Lion)and Springfield Way.

7/7A/7B(Hull-Hesslewood-Hessle station-Hull,circular).Sunday service withdrawn.

25/25A(Hessle-Beverley-Hornsea).Certain journeys now operate to Brandesburton Hospital Gate.

29/92(Hull-Willerby-Cottingham,circular).Two new services introduced to augment these routes:

2(Hull-Willerby Road-Willerby,Parkway)and 9(Hull-Cottingham Green or Cottingham,The Lawns).

44(Bridlington-Leeds).Additional journeys,numbered 44B,introduced between Pocklington and Leeds via Barmby Moor(joint with West Yorkshire).

46(Hull-Leeds).Cut back to run Hull-York(Station Hotel).West Yorkshire now only operate on this joint route on Sundays.

52(Hull-Swanland-Ferriby).Two late journeys(NSu)extended to and from Elloughton Depot.

83(Belvedere-Flamborough).One journey in each direction numbered 483, extended to serve the new Health Centre in Bridlington.

94(Pocklington-Wilberfoss-York).Certain journeys re-routed via Barmby Moor Village as 94B ;other journeys have been extended to and from Kilnwick Road in Pocklington.

95(Pocklington-Bielby-York).Certain journeys extended to and from Woldgate School.One York-Pocklington journey extended to Market Weighton.

95B (York-Aughton).This ex-Gorwood service now starts from Dunnington where a connection is provided from York off the 46A.

An express license has been applied for between Hull( Ferensway Coach station)and Humberside Airport at Kirmington,as required for flights.

Bus passengers will have to pay increased fares from the 10th October following EYMSs successful application to the Traffic Commissioners. The increase means an extra 1p on shorter journeys and about 6p on longer trips.The increase does not affect journeys which are entirely within the city of Hull and it is intended to retain the existing 5p and 7p fares. It is an average increase of around nine per cent.The traffic manager has said that since the last fares increase the company has undertaken two major rationalisation schemes.In May,in Hull they reduced the annual mileage saving one vehicle and three staff,and/Pocklington one vehicle and two staff had been saved.

Two new coaches were handed over to East Yorkshire at Plaxtons of Scarborough on the 5th October when EYMS were celebrating half a century since commencing operations in 1926.After the handing over of the vehicles EYMS officials attended a lunch at Scarborough to celebrate the 50 year anniversary.

Although almost £1,000,000 is to be spent on new vehicles over the next two years further cuts in services look likely.A NBC director has criticised Humberside C.C. and North Yorkshire for reducing grants towards the costs of maintaining local bus services.The Company had requested grant aid of £376,000 for the current year but the provision amounted to only £215,000.

## FLEET NEWS

### New vehicles:

165-9 NRH165-9P Leyland National 113510A/1R 03513-6,? B49F -  
170-4 NRH170-4P Ford R1014 BCO4SB68557-61 Duple Dominant B43F 6/76  
175 OAG175P Leyland PSU3C/4R 7603047 Plaxton Supreme C49F 7/76  
166/67 were the first Nationals of the 1976 production programme and both were licensed 7/76. 165/8 were also licensed 7/76.  
170-4 have Duple body numbers: 625/4762-6.  
175 was delivered bearing the incorrect registration plates DAG175P. Its body number is 7611LX515.

West Yorkshire 1467(NUA911P -Leyland National 11351/1R 03263 B52F new 3/76) was on loan from 25/5/76 until 7/76 for driver familiarisation. It did not enter passenger service. 877 went to West Yorkshire in its place although it was later replaced by 876.

### Withdrawals.

6/76 919(HFT375) 1963 Daimler CRG6LX/Metro Cammell-after fire damage. To be stripped for spares and remains sold locally for scrap.  
? 747/50/5/6(3747/50/5/6RH)1963 AEC Bridgemaster/Park Royal.  
? 767(9767RH)1964 Leyland PSU3/1R/Willowbrook.

### Disposals.

695(6695KH)The present owners would appear to be Doug Emms as it carries a car bearing his name and the garage where 695 now lives belongs to him.

734(9734AT)Northern General, 7/76.

741(3741RH)Left North(dealer), Sherburn by 7/76.

744(3744RH)Broken up by 7/76 at North (dealer), Sherburn.

716(9716AT)

747/50/5/6(3747/50/5/6RH) } United A.S. 6/76. It is reported that these are for use at Redcar but all were in store at Bishop

Auckland 7/76. At that time 747 had United fleetnames but others still had their East Yorkshire names painted out. 716 was the last blue vehicle with EYMS although it had been withdrawn since 10/75. Three of the vehicles including 747 and 755 are reported as carrying "On hire to United" stickers.

767(9767RH)Northern General 7/76.

768/9/71(9768/9/71RH)Northern General 8/76.

699 (6699KH)Left North(dealer), Sherburn, by 6/76.

716(9716AT)Mid Warwickshire, Balsall Common, 8/76 via United AS(See above).

Not operated by United.

734(9734AT)Numbered 4580 by Northern General.

741(3741RH)Anelay, Roxby, 7/76 via North(dealer), Sherburn.

### LINCOLNSHIRE ROAD CAR COMPANY.

LRCC are proposing reductions of over 178,000 miles in their services in the Louth, Skegness and Mablethorpe areas. This includes the complete withdrawal of the 10B(Lincoln-Alford), 50A(Louth-Grimsby), 50C(Mablethorpe-Grimsby), and 100(Skegness-Alford). Reductions would affect a further 12 services including 52(Mablethorpe-Sutton-on-Sea), 53(Mablethorpe-Alford), 54(Mablethorpe-Alford), 90(Skegness-Mablethorpe), 91(Skegness-Hogsthorpe), 96(Skegness-Winthorpe Avenue), 97(Skegness-Seacroft), 10A(Lincoln-Mablethorpe), 46(Louth-Jubilee Crescent), 48(Louth-Mablethorpe), 50(Grimsby-Louth), and 70(Louth-North Holme Estate).

As from 4/10/76 routes 10A, 10B, 61 and 70 reverted to their normal routes within Louth. This leaves only route 50 diverted. As from 6/9/76 route 59(Boston-Spalding) has been further reduced in the evenings. As from 11/9/76 the following Sats. only journeys are withdrawn: -12.35, 13.35, 1435, 15.35, 1635 and 1735 ex Spalding to Holbeach; and 10.05, 1305, 1405, 1505, 1605, and 1705 ex Holbeach to Spalding.



On Saturday 7th August National Route 480 (Nottingham-Lincoln-Mablethorpe-Skegness) was being operated mainly by hired Nottingham City "Lilac Leopards" viz numbers 21, 24 & 25 and 26/7. On 14/8 and 15/8 Hornsby's (of Scunthorpe) Ford PFU233G was on National Route 471 (Scunthorpe-Skegness), and on the 29th August VAMS KBE242E and ABE60K.

#### FLEET NEWS.

New vehicles. 1923-25 RFE64-66R Bristol VRTSL6G ECW H43/31F 21788/9/90. These complete the 1975 order. 1924 has chassis number VRT/SL/3/432, and was licensed mid-September to Lincoln. 1923 was licensed a week or so earlier-allocation to follow. 1925 was exhibited on the Bus Manufacturers (Eastern Coach Works) stand at the Commercial Motor Show.

#### ALLOCATIONS.

8/76 to Boston 2374/5, 1988  
Gainsborough 1205, 1989  
Grantham 1901  
Lincoln 2060/76, 2244, 1605  
Newark 1222, 1432  
Scunthorpe 2064, 1219  
Delicensed 2068

#### DISPOSALS.

2213 (MFU410) Tarmac (Nat. Ctr) 5/74.  
2424 (OFU883) Rolls, Tadcaster 6/75.  
2471 (NFE442) Tarmac (Nat. Ctr) 10/75.  
2485 (OVL494) Pickersgill and Laverick (dlr), Carlton by 7/76.  
2494 (RFE482) Cawthorne, Barugh 6/76 (ex Pickersgill & Laverick, Carlton).  
2613 (RFU691) Pickersgill & Laverick (dlr), Carlton by 7/76.

#### INDEPENDENT OPERATORS.

Mrs. Q & B.S. Dodd, Belton have not ceased. They have changed vehicles, BNW628C has been withdrawn and AUA435J was acquired. The Saturday service between Belton and Doncaster still runs.

New Operator, H. Highfield, 26 Mayfair Av., Lincoln trading with YTL459L, Fd. Tt. BC05MC60241 Mo. 12 seater ex Lincoln Pilgrim 8/76.

#### NEW VEHICLES.

Porter, Little Weighton OAT703P. Fd. R1014 BC04??58774 Pn. C45F 6/76.  
Firth & Watson, Hull OKH401P Cr. PBCM 413219 Rs 12 seater 8/76  
Waby, Holme-on-Spalding Moor. VVY135R Brd YMT 455267 Pn C53F 8/76.  
Xanthine, Hull. PRH74OR Vo B58 7549 Pn C53F 8/76.  
Holloway, Scunthorpe. RFE89OR Bd YRQ EW454224 Plax. Supreme Exp. C45F 8/76.  
Storr, Lincoln. OVL503P Ford Trst. BDO5SG63474 Dormobile 12 seater 7/76

#### MUNICIPAL OPERATORS

##### LINCOLN CITY TRANSPORT.

##### FLEET NEWS-New Vehicles:-

26-30 RFE26-30R Bristol VRTSL6G VRT/SL/3/462-466 ECW H43/34F  
Delivered Friday 17th September (26-29) and Friday 1st October (30).

##### KINGSTON UPON HULL CORPORATION TRANSPORT.

Hull's special city centre bus service is to be temporarily suspended through lack of use. It will however be reintroduced for the Christmas period and the January sales.

The summer city tours have had a disappointing year so next year when reintroduced from May to September 4th only one route will be operated instead of two as this year. The best from both tours will be combined into the new route.

The Presto free service is operated by KHCT & the manager reports that few people use the service. Panthers have been observed operating this service.

## FLEET NEWS

The following information does not appear to have been published before 342/5(NAT342/5M)are Leyland AN68/1R(7303486/9)with Roe H43/29F bodies.New 11/76

## GRIMSBY - CLEETHORPES TRANSPORT

### FLEET NEWS.

Buses delicensed for general overhaul etc.have been 77,81,83,84 of which 77 is currently in the paintshop,81 & 83 are being overhauled & 84 is ready to re-enter service following repaint & C.O.F.

Buses for M.O.T.have been 20 & 73(w.e.09/10/76),28 & 40 (W.E.16/10/76),29 & 33(w.e.23/10/76),30 & 71 (w.e. 30/10/76).

Engine repairs etc.have accounted for 22(w.e.23/10 & 30/10)whilst misc. repairs have affected 51(gearbox & still laid up at time of writing),27(ball-housing on engine w.e.9/10/76),38(gearbox w.e.16/10/76 & 23/10/76),56 (gearbox w.e.23/10/76).

Fleetline 104 is currently receiving heavy body repairs following a collision with a mechanical shovel whilst working on 8(Humberston)route in Mid-October. Quite serious damage was sustained by this bus necessitating the renewal of two of the main body pillars on the front nearside.

With the re-entry into service of Fleetline 94 following repaint only one Fleetline(93)is now left in service in the old livery,but this still carried by 81 & 83 currently undergoing overhaul.Thus with the impending arrival of the 1976 delivery of Fleetlines(now expected before Christmas) which will bring about the demise of 60-64(Regent V/Roe H70F)the entire double deck fleet should be in the new livery by the new year as 93 is expected to undergo repaint when the current occupant of the paintshop(77) emerges in some 7-10 days time.

A correction to previous notes is that the two AEC Reliances with Wooliscroft(Silver Service),Darley Dale are now said to be 9 & 10 & not 9 & 11.

### OTHER NEWS.

At a meeting of the GCT branch of the T.& G.W.U. held on Sunday 10th Oct. GCT platform staff rejected completely management proposals for cutting & revising services & schedules,which management had hoped to bring into effect in December.In the present position of stalemate which has thus resulted it is difficult to see any likelihood of any changes before New Year,although GCT are still determined to bring in as many of the proposals as possible at the earliest opportunity .At the same meeting the platform staff made an impassioned plea for greater protection from vandals & the like,particularly on late night services & agreed that with immediate effect any further cases of assault upon bus crews would result in the buses being withdrawn for the remainder of the day the assault was committed.Thus,in theory,if an assault were committed on the 04.50-ex Bathing Pool(the first service bus on a weekday)no further buses would run until 04.50 the next day! Up to the time of writing no further assaults had been committed & it is fervently hoped that this continues to be the case. Coverage of the busmens plea was given in the local press & briefly in one or two National Daily papers.

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### OUR THANKS

We offer our sincere thanks to all individuals & Societies who have helped in any way in the production of this issue.We especially thank J.R.Clarke,Cleethorpes;P.G.Baines,Lincoln;C.J.Ketchell,Hull;M.Green,Hartlepool;M.Fowler,Doncaster;P.S.V.Circle,London;and the various societies for giving information for inclusion in"Societies at work".

### NEXT ISSUE

The next issue of "Lincolnshire & Humberside Transport Review" will be the December 1976 issues.Preparation will commence on the 22nd November & our deadline for the receipt of information for inclusion is the 30th. Publication is expected on the 14th December & arrival in the home should be within a week of that date.Readers should bear in mind however that mail may be slowed down by the Christmas rush.

24/10/76