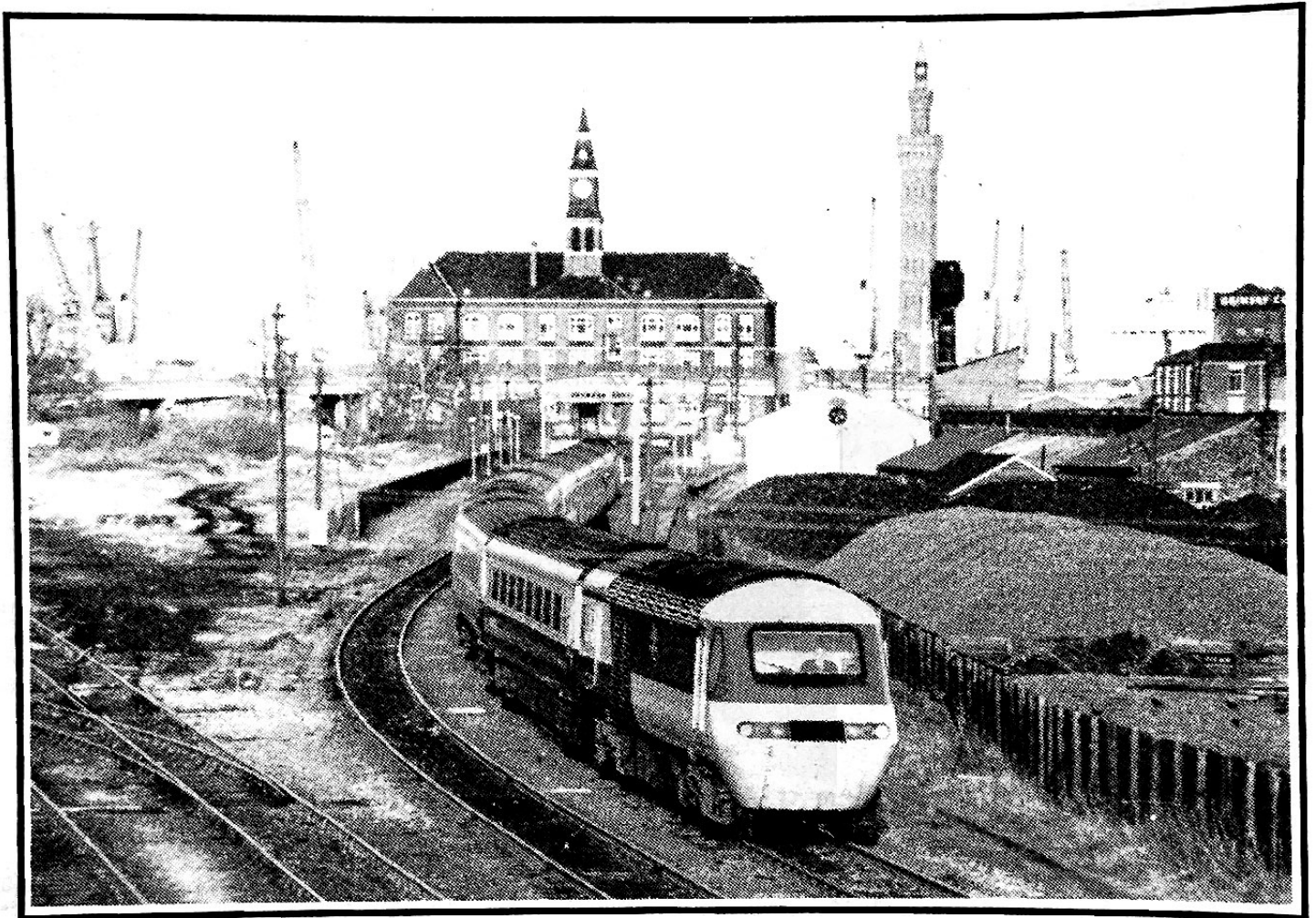


# LINCOLNSHIRE AND EAST YORKSHIRE

JULY / AUGUST 1999



## TRANSPORT REVIEW

# LINCOLNSHIRE AND EAST YORKSHIRE TRANSPORT REVIEW

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

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

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

## COVER ILLUSTRATIONS

Front: A Cleethorpes - Kings Cross express HST passes through Grimsby Docks station on 7th May 1983 (Grimsby Evening Telegraph)

Back (upper): Kime's Bedford YNT PAZ 3184 (formerly C925 WFO) pauses outside Folkingham post office on 27th November 1998 'en route' from Grantham to Aslackby. (R. Belton)

Back (lower): Wing's Volvo B10M with Plaxton Expressliner body 97 (MTL 627, ux-G165 LWN) stands in that operator's Mareham Lane depot in Sleaford in November 1998. (R. Belton)

# The Lincolnshire & East Yorkshire Transport Review

(Formerly the Lincolnshire & Humberside Transport Review)

Established 1962

July / August 1999 Volume XXXVII Number 4 Annual Subscription £6

**ACKNOWLEDGEMENTS:** The Editor would like to thank the following for their help with this issue of L & EYTR: *A. Cartwright; T.A. Burkitt; D. Chubb; J. Fisher; P. Harvey; M. Herbert; P. Hobart; D. Kaye; P. Jarvis; J. Jennison; C. Keeton; G. Lord; R. Pudsey; Royal Mail Staff at Holbeach, Louth and Market Rasen; J. Satherley; T. Shepherdson; R.L. Waite; P. White; J. Wiltshire; J. Winspear.*

**NEXT ISSUE:** Contributions for the September/October issue should reach the Editor's office no later than:

**Tuesday, September 14<sup>th</sup>, 1999**

**PHOTOGRAPHS:** Unfortunately due to the high costs of reproducing these, which would require us to increase the present subscription rate, as well as experiencing many technical difficulties, we will not be able to include photographic illustrations within the magazine for the foreseeable future. However, drawings, diagrams, timetables and maps will be occasionally added.

## LEYTR INTERNET EXTRA

For readers who are connected to the Internet, we are pleased to offer a free service whereby on the first of each month a page items will be provided to keep you up-to-date with all the latest news in our region. To receive this, please provide your e-mail address.

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**A MESSAGE FOR COMPUTER USERS:** This may be of interest to some readers particularly as I know from experience how expensive ink cartridges can be. The Editor recommends **NEC COMPUTERS** who are located at **Unit 10A, Beeching's Way, Alford, Lincolnshire, LN13 9JE. (01507) 463007/462176 (email: sales@eneci.co.uk)** who regularly supply this office with high quality and low price consumables and also sell computer hardware, software and do repairs and upgrades. Present prices for ink cartridges for the Epson printer I use are around £6 black and £12 colour (most shops charge up to £20) and the quality is superb.

## **Great North Eastern Railway**

**SPECIAL OFFERS** (by P. Wombwell): The Company has introduced a number of discount offers this summer including special day return fares from the East Midlands. Valid Mondays to Fridays, from Grantham Peterborough and Newark, for example, a £15 return fare is available to London, Leeds and York. Tickets must be purchased at least two days in advance via G.N.E.R.'s call centre on 08457 225 225, or at stations before 1800 on the day before travel. Another promotion titled, "After 8", offers travel on any of the Company's trains for a flat fare of £12 single or £20 return on services after 2000hs.

**90 IN GNER LIVERY** (by P. Wombwell): Class 90 electric locomotive, 90024, was repainted in the Company's colours during the end of May. It will cover for class 91 locomotives whilst they are being overhauled.

## Central Trains

**NEW DEPOT OPENS** (by P. Wombwell): A new £2m depot has opened at Eastcroft in Nottingham enabling trains to be stabled and serviced there rather than at Tyseley in Birmingham. The depot, built by Norwest Holst, was financed by Railtrack, the cost being recovered from Central Trains through higher lease payments. It was officially opened on May 7<sup>th</sup> when, Sir Alistair Morton, Chairman of the new Strategic Rail Authority, unveiled a commemorative plaque.

**SCOTTISH VISITOR** (Additional information kindly provided by T.A. Burkitt): On Friday June 4<sup>th</sup>, the 0559 (2E09) ex Birmingham New Street to Skegness & 1002 (2A69) Skegness - Manchester Airport were operated using 150208, which is actually a Scotrail unit allocated to Haymarket depot! Skegness is also witnessing some quite interesting concoctions of Sprinter formations. Such an occasion was Sunday June 6<sup>th</sup> when 1E86 (0901 ex Derby) the 1119 arrival at Skegness was composed of 153366+158845+150129 (representing all three Central Trains liveries!). The formation should have worked back as the 1801 to Derby but, due to a conductor being unfamiliar with the class 158, this had to be extracted from the formation and replaced by a class 156 thus requiring considerable shunting!

## Northern Spirit

**FIRE DISRUPTION** (Information kindly provided by T.A. Burkitt): A major fire at Wonderland in Cleethorpes on June 25<sup>th</sup> caused severe disruption to train services between Grimsby and Cleethorpes, Railtrack being instructed by the Fire Brigade to close the line temporarily so that water could be extracted from a nearby pond.

**PROMOTIONS** (by P. Wombwell): Following the introduction of the hourly service between Lincoln and Sheffield, from Lincoln, Saxilby and Gainsborough Lea Road, two people can travel to Sheffield or Meadowhall for the price of one using a voucher in the publicity leaflet. The offer is valid until July 31<sup>st</sup> for travel after 0915 (Mondays to Fridays) and any time on Saturdays. As part of the commemoration of the opening of the Barton-on-Humber line, the Company has produced a special promotional leaflet for the route between Cleethorpes and Barton-on-Humber detailing the various places of interest en-route.

**HULL - SCARBOROUGH IMPROVEMENTS** (by T. Shepherdson): Trains on the Hull - Scarborough line are being upgraded, *Sprinters* replacing older *Pacers* for the new summer timetable. The route has seen a 12% growth in passenger numbers over the last two years. Improvements have recently taken place at Bridlington which now has a heated waiting room. The station has also recently received a £1.49m revamp, this work being undertaken by Railtrack.

## Locomotive Notes

(Information kindly provided by T.A. Burkitt)

**FR 04.06:** The Royal Train visited Hull Paragon with 47798 hauling Royal carriages 2920, 2915, 2917, 2923, 2904, 2903 and 2921. **SA 05.06:** 1Z38 0713 Newcastle - London King's Cross 86221; 6D99 0815 Saltend - Immingham 66005; 6E86 0925 Ripple Lane - Immingham 66097; 6E21 0810 Baglan Bay - Humber 37889; 6Z24 1110 Bury St. Edmunds - Scunthorpe 37274+37153. **MO 07.06:** 1Z43 0820 Inverness - King's Cross 86424. **MO 28.06:** 6D90 0630 Immingham - Welton 66005; 6C71 0700 Scunthorpe - Immingham 66058; 7C73 0822 Immingham - Scunthorpe 66098; 6M57 0823 Lindsey - Kingsbury 60086; 6E86 0928 Ripple Lane - Immingham 56058; 6L76 0745 Belmont - Papworth 47738. **TU 29.06:** 6L76 0820 Belmont - Papworth 47776; 6D99 0920 Entrance C - Scunthorpe 37521; 6D65 1020 Belmont - Immingham 37798; 6E21 0810 Baglan Bay - Humber 37888; 6E02 1024 Toton - Boston 60016. **WE 01.07:** 6L76 0756 Belmont - Papworth 47789; 6E02 1015

Toton - Boston 60016; 6D65 0904 Belmont - Immingham 37894; 6E86 0955 Ripple Lane - Immingham 56070. **02.07:** 6L76 0845 Belmont - Papworth 47789; 1Z82 1000 London Victoria - Edinburgh 47763 (V.S.O.E. Charter); 6D65 0756 Belmont - Immingham 37518; 6E21 0810 Baglan Bay - Humber 66071. **SA 02.07:** 1Z91 0620 Peterborough - Minehead 47758; 1Z42 0620 Norwich - Whitby 47745 (+56089 "top & tail" formation between York and Whitby). **SU 03.07:** 0D07 1756 Doncaster - Immingham 56132+56096+56117+56051+56102. **MO 04.07:** 6L76 0759 Belmont - Papworth 47194 (unusual in that normally an R.E.S. locomotive is used on this working); 7C73 0818 Immingham - Scunthorpe 66115; 0D96 1352 Immingham - Welton 66002; 4Z55 1007 Ditton - Immingham 66045; 6E86 0940 Ripple Lane - Immingham 66071; 4L79 1610 Wilton - Felixstowe 57001; 1E47 2041 Willesden - Low Fell 90023. **TU 05.07:** 6E02 1030 Toton - Boston (arr 1320) 37513+37895.

**SKEGNESS ACTIVITIES:** (Information kindly provided by T.A. Burkitt & R.L. Waite): A very unusual occurrence took place on Sunday, May 30<sup>th</sup>, when an empty loco-hauled passenger train operated to Skegness arriving there during the evening. This much travelled coaching stock is based at Bounds Green and the previous day worked from there E.C.S. to Doncaster and was then used on a rail tour to Portsmouth and back. On its return to Doncaster it worked empty to Neville Hill depot for servicing and thence to Skegness the following day. It departed E.C.S. the following morning (Bank Holiday Monday) to Boston where it operated an excursion (organised by Railtourer of Willerby, Hull) to Carlisle via Sleaford, Doncaster, Leeds and Settle, returning the same day, via Newcastle, ECML, Doncaster and Sleaford. On arrival at Boston it worked E.C.S. to Skegness where it was stabled for a second night before returning empty the following morning to Bounds Green. Platform 3 was used at Skegness station on both occasions as were the rarely used carriage sidings to enable the locomotive to change ends. The train was hauled by 47783 and the green liveried carriages (not in order of formation) were 3150, 3127, 3123, 3114, 4925, 5023, 4986, 5027, 5037 and 17023. Another interesting event took place on the evening of June 19<sup>th</sup> when 66023 at the head of a ballast train, became the first of its type to travel beyond Boston and reach the Skegness terminus.

## Other Railway News

**NEW RAIL SERVICE FOR HULL AND LINCOLN** (by P. Wombwell): A new company, Renaissance Rail, have made an application to Railtrack to operate a service between King's Cross and Hull via the East Coast Main Line from this autumn. It is proposed that it will operate hourly between the two locations. The Company has been set up by John Nelson, a former Network South East Managing Director, and Mike Jones a former BR Board national business manager. To avoid duplicating the existing G.N.E.R. service, it is proposed that at these times the train would provide a once-per-day through service between Lincoln and King's Cross. In addition, in two years they hope to operate trains from Sheffield to King's Cross via Retford. Another proposal is by G.N.E.R. to use the regional Eurostar sets on their services. The third proposal is by West Anglia Great Northern to extend their King's Cross to Peterborough runs to Doncaster, using class 365 electric units, which would run non-stop to Peterborough and thence all stations between there and Doncaster. Apparently only one of these is likely to be successful and, at the time of writing, the W.A.G.N. option was favourite.

**LEGBOURNE AUCTION** (by P. Wombwell): Following the retirement of its owners and subsequent closure, an auction of items from the Legbourne Railway Museum took place at the premises on May 8<sup>th</sup>. A vast range of railway ephemera was included, amongst the 497 lots were G.N.R. station lamps from Old Leake, Louth and Spilsby; an East Lincolnshire Railway architects plan for Louth station; L.M.S. beer bottles; a single-line token Holbeach - Moulton; a poster giving notice of the withdrawal of train services between Louth and Bardney; and "totem" station signs for Alford Town, Mablethorpe, Sleaford, Sutton-on-Sea, Torksey, Wainfleet. A totem for Skegness raised £1,700! The odd non-railway item was included such as a pair of Lincolnshire Road Car enamel bus destination signs for "Lincoln" and "Market Rasen". At the end of the day, the total amount raised was £152,436.

**FLYING SCOTSMAN** (by P. Wombwell): Following three years of extensive restoration, the famous steam locomotive, 4472 "Flying Scotsman" was used to haul a rail tour from King's Cross to York along the East Coast Main Line on July 4<sup>th</sup>.

## National Express

(by P. Wombwell)

### Summary of Services in Lincolnshire & East Yorkshire: May 24<sup>th</sup> to September 26<sup>th</sup>, 1999

- 322 Scarborough (0920) to Swansea (2057)  
Swansea (0835) to Scarborough (1950)  
Via Filey, Bridlington, Driffield, York, Doncaster, Nottingham, Birmingham, Cardiff, etc.
- 338 Hull (0955) to Weymouth (2045)  
Weymouth (0830) to Hull (1910)  
Via Hessle, Scunthorpe, Nottingham, Birmingham, Bristol, Yeovil, etc.
- 340 Grimsby (0755) to Cardiff (1525)  
Cardiff (1350) to Grimsby (2110)  
Via Cleethorpes, Louth, Leicester, Birmingham, etc.
- 350 Liverpool (0855) to Clacton-on-Sea (2025)  
Liverpool (1305) to Cambridge (2050)  
Cambridge (0820) to Liverpool (1610)  
Clacton-on-Sea (0840) to Liverpool (1610)  
Via Manchester, Sheffield, Nottingham, Grantham, Stamford, Peterborough, etc.
- 390 Hull North Sea Ferries Terminal (0835) to Llandudno (1635)  
Hull (1155) to Pwllheli (2155)  
Pwllheli (0715) to Hull (1645)  
Llandudno (1230) to Hull (2040)  
Via Leeds, Manchester, Liverpool, etc.
- 448 Lincoln (0755) to London (1220)  
Grimsby (0840) to London (1420)  
London (1400) to Grimsby (1935)  
London (1600) to Lincoln (2010)  
(Lincoln service) via Grantham, Stamford, Peterborough, etc.  
(Grimsby service) via Louth, Horncastle, Sleaford, Bourne, Peterborough, etc.
- 449 Mablethorpe\* (1005) to London (1620)  
London (1130) to Mablethorpe\* (1730)  
(\*: Extends from/to Mablethorpe, Haven Holiday Park on Fridays, Saturdays and Mondays)  
Via Skegness, Boston, Spalding, Peterborough, etc.
- 562 Hull (0730, 1130 1730#) to London (1250, 1650, 2250#)  
Beverley (0900) to London (1450)  
London (1130, 1700, 1900#) to Hull (1640, 2205, 2350#)  
London (1400) to Beverley (1935)  
(#: Fridays, Saturdays and Sundays only)  
Via Hessle, Scunthorpe, Doncaster, etc.
- 563 Whitby (0800) to London (1520)  
London (1300) to Whitby (2005)  
Via Scarborough, Filey, Bridlington, Driffield, York, etc.
- 660 ● Bradford (0730) to Ingoldmells, Butlins (1230)

- Ingoldmells, Butlins (1330) to Bradford (1830)  
Via Leeds, Barnsley, Sheffield, Chesterfield, Skegness, etc.
- 661\$ Birmingham (0830) to Ingoldmells, Butlins (1230)  
Ingoldmells, Butlins (1330) to Birmingham (1730)  
Via Coventry, Leicester, Skegness, etc.
- 662\$ Liverpool (0730) to Ingoldmells, Butlins (1300)  
Ingoldmells, Butlins (1400) to Liverpool (1930)  
Via Warrington, Stoke, Derby, Nottingham, Skegness, etc.
- 663\$ Newcastle (0830) to Ingoldmells, Butlins (1400)  
Ingoldmells, Butlins (1500) to Newcastle (2030)  
Via Sunderland, Middlesborough, Skegness, etc.
- 664\$ Preston (0730) to Ingoldmells, Butlins (1330)  
Ingoldmells, Butlins (1430) to Preston (2020)  
Via Blackburn, Bolton, Manchester, Oldham, Skegness, etc.
- 665\$ London (0830) to Ingoldmells, Butlins (1400)  
Ingoldmells, Butlins (1500) to London (2030)  
Via Luton, Hitchin, Peterborough, Skegness, etc.
- 681♣ Birmingham (0730) to Mablethorpe, Haven Holiday Park (1330)  
Mablethorpe, Haven Holiday Park (1430) to Birmingham (2020)  
Via Coventry, Leicester, Derby, Nottingham, Skegness, etc.
- 682♣ Bradford (0700) to Mablethorpe, Haven Holiday Park (1230)  
Mablethorpe, Haven Holiday Park (1330) to Bradford (1900)  
Via Leeds, Wakefield, Barnsley, Sheffield, Chesterfield, Skegness, etc.
- 737 Lincoln (0735) to Glasgow (1630)  
Glasgow (1300) to Lincoln (2135)  
Via Newark, Mansfield, Sheffield, Leeds, Carlisle, etc.
- 794 Hull North Sea Ferries Terminal (0830) to Glasgow (1700)  
Glasgow (0915) to Hull (1730)  
Via York, Middlesborough, Newcastle, Edinburgh, etc.
- \$ : Operates Saturdays July 24<sup>th</sup> - September 11<sup>th</sup>, Fridays April 16<sup>th</sup> - July 23<sup>rd</sup> and September 10<sup>th</sup> - October 29<sup>th</sup>.  
♣ : Operates Saturdays July 24<sup>th</sup> - September 11<sup>th</sup>, Mondays & Fridays April 16<sup>th</sup> - December 20<sup>th</sup>; 23<sup>rd</sup>, 27<sup>th</sup>, 30<sup>th</sup> December and January 3<sup>rd</sup>, 2000.  
♣ : Operates Saturdays July 24<sup>th</sup> - September 11<sup>th</sup>.

## East Yorkshire Motor Services

(by T. Shepherdson & P. Wombwell)

**DOUBLE DECKER ACCIDENT:** On June 1<sup>st</sup> an E.Y.M.S. Leyland Olympian, 528 (GRH 2Y), on a railway replacement service from Beverley, collided with the recently improved canopy at Bridlington railway station and caused £4,000 worth of damage to the station and also the front part of the upper deck of the bus. There were no injuries to any of the passengers.

**SUMMER SERVICES:** Operating during the summer school holidays will be the 804 from Hull (ex 0900) to Lincoln (return ex 1630) via Brigg, Scampton, etc. (Operates Mondays and Fridays) and the 850 Hull (ex 0930) to Mablethorpe (return ex 1635) via Immingham, Grimsby, Cleethorpes, Saltfleet, etc. (Operates on Tuesdays and Thursdays).

## Road Car

### Route News

(by P Wombwell)

- WD:** w.e.f. 03.05 service 253 1750 Scunthorpe - Lincoln (Mondays - Saturdays).  
**WD:** w.e.f. 03.05 service 253 2100 Lincoln - Scunthorpe (Mondays - Saturdays).  
**WD:** w.e.f. 31.05 service 91 Louth - Skegness (all except Skegness - Alford school runs) (Mondays - Saturdays).  
**WD:** w.e.f. 31.05 service X57 0525 Skegness - Fishtoft (Mondays - Saturdays).  
**WD:** w.e.f. 31.05 service 57 0618 Fishtoft - Skegness (Mondays - Saturdays).  
**RT:** w.e.f. 31.05 service X57 0610 Skegness - Fishtoft (runs ten minutes later now terminating at Boston) (Mondays - Saturdays).  
**RT:** w.e.f. 31.05 service 57 0708 Fishtoft - Boston (commences from Boston at 0720 and follows revised route in Boston) (Mondays - Saturdays).  
**WD:** w.e.f. 02.06 service 75 (Lincoln - Newark on Wednesdays & Saturdays) completely withdrawn.  
**WD:** w.e.f. 05.06 service 15 0715 & 1745 Lincoln - Fiskerton (Mondays - Saturdays).  
**WD:** w.e.f. 05.06 service 15 0740 & 1810 Fiskerton - Lincoln (Mondays - Saturdays).  
**WD:** w.e.f. 05.06 service 10 0730 Louth - Lincoln (Saturdays).  
**WD:** w.e.f. 05.06 1722 (on Saturdays) Sandilands - Mablethorpe.  
**RR:** w.e.f. 05.06 1745 Mablethorpe - Lincoln will start at Sandilands and operates via Sutton-on-Sea and Trusthorpe.  
**NS:** 51X Grimsby - Skegness (via Louth, etc.) Saturdays, Sundays & Bank Holidays June 26<sup>th</sup> - September 26<sup>th</sup> and Daily between July 26<sup>th</sup> and September 3<sup>rd</sup>.  
**RN:** w.e.f. 27.07 service 10 (Mablethorpe - Louth - Wragby - Lincoln) became 6L.  
**RN:** w.e.f. 27.07 service 159 (Skegness - Spilsby - Boston) became 6M.  
**RN:** w.e.f. 28.06 service 6A (Skegness - Alford schools) now service 177.

**NS (New Service) WD (Withdrawn) RR (Re-routed) RN (Renumbered) RT (Retimed)**

**ROUTES IN LEICESTERSHIRE:** Several of Road Car's routes in Leicestershire/Rutland have been axed, including the 119 (Melton Mowbray - Nottingham), 118 (Melton Mowbray - Grantham) and 113 (Oakham - Grantham). The 113, which was operated jointly by RoadCar and Arriva Fox, is now operated jointly by Arriva Fox and Paul James Coaches, the latter operator having also taken control of the 119 route.

### OTHER NEWS

**NEW BUS STATION** (by P. Wombwell): As part of a major redevelopment of the town centre, Scunthorpe is to benefit from a new Bus Station replacing the present premises in John Street which will be cleared to make way for a cinema complex. The new bus station is expected to cost £2m and will take about 7 months to complete and will consist of 13 departure points and 8 lay-over bays. Construction will take place in John Street of a new booking office, waiting room and kiosk for passengers. The bus depot itself will be relocated to the Brigg Road on the site of a present scrap yard.

## Stagecoach Grimsby Cleethorpes

(Information kindly provided by G. Lord)

**BREAKDOWN:** On Sunday, June 20<sup>th</sup>, Stagecoach Peter Sheffield Leyland Leopard/Duple EFU 935Y was noted at Skegness Richmond Coach Park being attached to the Company's tow truck after its engine "blew up" whilst at Skegness. A replacement coach was duly despatched whilst the other was towed back to Grimsby where, until a replacement engine is received, it will be replaced by a vehicle on loan from Stagecoach East Midland.



**NEW TICKET MACHINES:** At the start of August, all buses at Grimsby depot will be fitted with brand new state-of-the-art ticket machines ousting the current Wayfarer II models. These have been designed especially for Stagecoach and will offer a swipe card facility. North East Lincolnshire Council have said that when the Concessionary passes are due for renewal next year, they will all be fitted with a bar code on the reverse, thus pensioners will have to produce their pass in order to obtain a concessionary fare, and this will also help cut down on fraud. The machines, supplied by AES Prodata, include features such as more flexible ticket design, improved information and greater legibility.

**DENNIS DART LO-LINERS:** Stagecoach GCT are hoping to acquire at least two of these ex-Stagecoach East London vehicles for use on a new hospital service in Grimsby.

## Other Bus Operators

**CORRECTIONS TO NOTES IN LAST ISSUE** (kindly provided by M. Herbert & J. Wiltshire): **Appleby:** MNW 131V; **Brylaine:** XAZ 1314 (ETA 101Y); XAZ 1316 (GBZ 8912); XAZ 1320 (XAO 134Y); F61 AVV; WIA 7680; SDA 638S. **Grayscroft:** RJ1 1653; **Kime:** YVN 518T.

**APPLEBY** (Lincolnshire & Humberside) (by J. Wiltshire & P. Wombwell): The Market Rasen - Louth via Binbrook route, funded by the Rural Bus Grant, has been completely withdrawn. A new service (numbered 8C) between Lincoln and Boston has commenced, competing directly with the Fenlander 5 service operated jointly by RoadCar and Brylaine, following the same route and, operating a few minutes in front of the latter two operators. There is also a service 8 which operates over a slightly different route and does not call at Woodhall Spa and instead operates via Ruskington and Billingham. Quite the opposite is planned for the Birchwood Estate service in Lincoln later in the year with Road Car and Appleby's agreeing on a joint operation as opposed to the competing runs which date back to Enterprise & Silver Dawn's operations, although one negative aspect is reported to be the possible loss of the Road Car 6B *Economy Link* service which charges 50p less than route 66. Road Car have stated they are intending to introduce low floor Dennis Darts (similar to those operating in the north of the city) by the year 2000. **Acquired are:** Leyland Tiger/Duple Dominant IV, EBW 105Y, which was new to Oxford Citylink and was once used on the busy Oxford - London route, later passing to Northern Bus (Dinnington) from whence it came. Also acquired are Leyland National B44F, BYW 406V, new to London Buses; Leyland National, NPJ 475R, new to London Country; Leyland National 2 B50F, DOC 19V, new to West Midlands P.T.E.; Leyland Tiger/Dominant bus-bodied (1982 B55F), TDC 856X, an example from Arriva North East. The ex Nottingham Atlanteans are East Lincs. Bodied MVO 411/15/16W and RNU 431X, all in N.C.T. livery and in use around the Lincoln area. (Editor's Note: I also observed MVO 414W at Mablethorpe on June 19<sup>th</sup> - presumably on the Appleby's Boston College - Mablethorpe service. I am also informed by another reader that Grayscroft have purchased one of these vehicles - does anyone have details?). Finally, ex Carlton Coaches Leyland Atlantean/ECW, FBV 495W, is now in Appleby's livery and in use at Lincoln.

**BRYLAINE** (Boston, Coningsby & Skegness) (by J. Wiltshire & P. Wombwell): XAZ 1295 has an r.e.a. for "FENLANDER 5" (the Boston - Lincoln service jointly operated with Road Car). **Acquired** are Leyland Fleetline/MCW, WDA 994T, ex Fisher (Skegness). **Withdrawn** (and under cannibalisation) is Fleetline/MCW SDA 772S and Ford/Plaxton Paramount XAZ 1315 (RAZ 6947). A detailed fleet list researched and written by A. Cartwright, showing all vehicles since the Company was formed, will be published in the next issue. A sign noted inside XAZ 1312 reads, "SCHOOL JOURNEYS - FOR YOUR OWN SAFETY CHILDREN MUST REMAIN SEATED AT ALL TIMES AND MUST NOT STAND ON THE SEATS. INSURANCE IS AUTOMATICALLY VOID IF YOU ARE INJURED. ROAD TRAFFIC ACT REFERS." Noted on July 9<sup>th</sup> on the 1105 ex Boston to Skegness was the rare appearance of a double-deck vehicle on this route, namely, Leyland Fleetline, SDA 768S.

**ELSEY** (Gosberton) (by A. Cartwright): Despite withdrawing from stage-carriage operations, Elsey's have retained both their buses, Javelin G849 YAY and Iveco M290 OUR.

**KIME** (Folkingham) (by A. Cartwright & P. Wombwell): Kime's is yet another Lincolnshire operator to acquire a Leyland National. YAZ 4142 (previously JWV 127W) was originally in the Oxford fleet. TAZ 4064 has an r.e.a. for LINPAC (Toyota

Dealer). In an interesting move, Kime buses on their Boston - Spalding via Donington route now display (in addition to the destination) the route number 59!

**GRAYSCROFT** (Mablethorpe) (by D. Kaye): RJI 1654 has been sold and replaced by Volvo B10M (Chassis 025475)/Van Hool Alizeé, H163 DVM. Reregistered is ex London Country Atlantean AN 285, now WIW 1672. It remains in green livery.

**TOURMASTER** (Crowland) (by P. Wombwell): The Company will again be operating their summer Saturday service from Peterborough (ex 0715) to Mablethorpe (returning ex 1700 to Peterborough), via Crowland, Holbeach, Skegness, etc.

## Ship News

**HOVERCRAFT AT BRIDLINGTON** (by P. Wombwell): A 98 seat hovercraft which normally operates between Portsmouth and the Isle of Wight made a brief visit to Bridlington early in July to refuel. It was on its way to Carnoustie in Scotland to provide a service across the River Tay for foot passengers visiting this year's British Open Golf Tournament (July 12<sup>th</sup> - 18<sup>th</sup>).

**BRADENFIELD RETIRES** (by P. Wombwell): The 30-year old Grimsby-based British Antarctic Survey ship, the Bradensfield, which provided supplies for the four British Antarctic bases, is to be replaced by an ice-strengthened Norwegian-built ship, the Polar Queen, which will be renamed the Ernest Shackleton. A special ceremony to mark the retirement of the Bradensfield is planned at Grimsby Docks in September.

**ANOTHER TERMINAL AT IMMINGHAM ?** (by P. Wombwell): Associated British Ports are considering developing another five or six berth ro-ro terminal. Estimated at costing £30m, it would make Immingham one of the biggest ports in the country.

**...AND NOT FAR AWAY ...!** (by P. Wombwell): A short distance from Immingham the £20m ro-ro terminal, to be known as the Humber Sea Terminal, has been given the official go-ahead. Construction at Killinghaolm, due to commence in July, is to be undertaken by Edmund Nutall Ltd. who are currently constructing the ABP ocean terminal at Immingham. It is anticipated that the first phase will be in operation by next spring.

## Air News

**HUMBERSIDE NEWS** (by P. Wombwell): Following their acquisition of an 82.7% stake in Humberside International Airport (the remainder being in the hands of North Lincolnshire Council), Manchester Airport have revealed that they intend to invest £6m in the airport over the next five years and are planning to expand the range of flights and services as well as new departure and baggage facilities and a larger aircraft parking area. It is estimated that over a million passengers could be using the airport by the year 2015. However, there has been speculation that the new owners intend to make operational savings of £500,000 per year, and both the Managing Director, Richard Jenner, and the Commercial Services Director, Chris Redford, have announced their resignations.

## Humber Bridge

**HUMBER BRIDGE TOLLS** (by P. Wombwell): Tolls on the Humber Bridge are to increase every two years until 2032 in an attempt to clear some of its £421m debt. The first increase will to take place next April when cars will be charged an additional 10p (to £2.40) with higher increases for larger vehicles. Meanwhile, the plans to illuminate the Bridge have been dropped following vociferous protests by conservationists who stated the plans would be detrimental to wildlife in the vicinity.

## Other News

**LINCOLNSHIRE TRANSPORT PLAN** (by P. Wombwell): The Lincolnshire County have revealed their draft proposals for transport in the County which is to be presented to Deputy Prime Minister, John Prescott. They are hoping to receive Government funding of £67m over the next five years. Included in their proposals are:

- \* At least £2.75m of schemes in Lincoln each year.
- \* £250,000 for schemes in Boston and Grantham and double this for Gainsborough and Sleaford.
- \* A new bus station in Lincoln.
- \* A new station on the Sleaford - Lincoln line serving Washingborough and Heighington.
- \* A half-hourly train service between Lincoln and Sleaford.
- \* Regular bus links between town and rural services, including:  
Lincoln - Boston, Lincoln - Gainsborough, Lincoln - Grimsby
- \* Shopper buses all day for North Hykeham.
- \* A community bus initiative for the Gainsborough area.
- \* £200,000 for new Birchwood - City Centre buses.
- \* Repairs to 10km of roads.
- \* 25 new speed camera sites.

**INTERCONNECT ALTERATIONS** (by P. Wombwell): From June 7th a number of alterations took place to services along the Skegness - Lincoln bus corridor and the associated *InterConnect* routes. Through fares are now available between all points on the network, an important innovation as, previously, separate tickets had to be purchased if a stage of a passengers journey involved travelling on another operators route. Now, fares as well as the services have been integrated which means passengers can save up to 20%. All buses on the network are now equipped with mobile communications to allow a two-way link between drivers and the Connections Management Team which means that any delays or problems can be dealt with quickly. Whilst the principal RoadCar Connect 6 Skegness - Spilsby - Horncastle - Lincoln service remains unaltered, some of the connecting routes have been amended slightly, viz. **RoadCar 10 (Mablethorpe - Louth - Wragby - Lincoln)**: This has been incorporated into the *Interconnect* network and is renumbered route 6L from June 27<sup>th</sup>. The frequency remains unaltered. **RoadCar 159 (Skegness - Spilsby - Boston)**: This has been incorporated into the *Interconnect* network and was renumbered 6M from June 27<sup>th</sup>. The frequency remains unaltered. **Translinc 6G**: Previously this ran between Langton-by-Spilsby and Horncastle. Langton-by-Spilsby ceases to be served and the route has been extended to South Ormsby from Sausthorpe, so taking in the villages of Aswardby, Harrington and Brinkhill. **Translinc 6K**: An additional departure from Horncastle (ex 1345) to Tattershall now operates on Tuesdays, Wednesdays and Thursdays only. With the improvements to the services, a special offer was available in the form of a voucher available from various points and published in the local press, which allowed two people using the *Interconnect* routes to travel for the price of one. This special offer was valid Mondays to Saturdays between June 7th and 19th.

**FERENSWAY DEVELOPMENT** (by P. Wombwell): Plans have been revealed for a £70m development of the Ferensway area of Hull which covers a 30 acre site from Paragon Station to Park Street. Included in the plans is a new transport Interchange. The latter will involve construction of a new bus station to link to the present Paragon Railway Station, "As well as the proposed 900ft-long domed canopy roof over the Ferensway complex, the airport-terminal style interchange is likely to be one of the projects most striking features ..... There is likely to be a big emphasis on comfort and safety, with buses and cars being segregated and passengers able to move under cover. The design of the interchange is airy and attractive, offering protection from the weather and exhaust fumes." Work on the Interchange is expected to commence next year.

**OLD COACHES AT SKEGNESS** (by P. Wombwell): Even this early in the *holiday season* vintage coaches have been noted at Skegness. On Sunday, June 6<sup>th</sup>, a preserved United Counties Bristol RE coach was stabled at the Richmond Coach Park. It was registered ORP 273F (fleet number 273) and is currently owned by the Rushden Historical Transport Society. On June 20<sup>th</sup> Wilby's (of Hibaldstow) LCB 603G "Elsie" was noted at the same location.

## Timetable News

(by P. Wombwell)

As part of a new, occasional feature, I shall be reviewing timetable books/leaflets in and around our region. Regarding the main part of our area, I mentioned previously that East Riding Council produce a comprehensive 264 page booklet covering all services (excepting Hull City routes) in the region. Priced at 40p, as well as timetables, there is much other useful information

including an East Riding Route Map, town plans and information about operators (addresses & phone numbers). Amendments are available, being published in June and September) which are available through a subscription service of £5 (including a copy of the new timetable book when printed).

North Lincolnshire Council produce 7 free leaflets covering services in their area which include a very basic diagram map, operators details, etc.

Currently, Lincolnshire County Council have no timetable books (all those produced in November are now defunct). Those requiring information about bus services in the area here are advised to contact the County Council's Transport Hotline on (01522) 553135 or their web site [www.lincsc.c.u-net.com/bus.htm](http://www.lincsc.c.u-net.com/bus.htm)

I am very grateful to reader P. Harvey for providing me with a complete set of Nottinghamshire County Council's excellent publicity material. This is an example which all others should follow for, not only is the information presented clearly and attractively, but maps and supplements are also provided. There are 30 timetable books (called Area Travel Guides) which cover the entire County, in addition to these is a Nottinghamshire Bus Map and another booklet covering Sherwood Forester services. Each booklet contains maps in colour. Taking the Mansfield area guide which, not surprisingly is one of the largest booklets, this shows all bus services in the area plus a summary of National Express and rail services. Nottingham City Transport produces its own publicity material so, therefore, no booklet is devoted to Nottingham itself. If anybody would like further information, please contact Nottingham County Council at **NCC Environment, Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.**

In the next issue I hope to cover Leicestershire, Rutland, Cambridgeshire and Norfolk. In the meantime, does anybody know if North East Lincolnshire Council produced any public transport publicity material? (Please contact the Editor at the usual address if you do).

## Letters

Dear Editor,

What on earth has happened to accuracy. The May/June edition is absolutely appalling; just a 'for instance' cast your eyes over the Brylaine notes.

D. Chubb,  
Lincoln

Dear Editor,

The magazine is fine it seems that a few members don't realise the amount of time and effort such a publication requires. Please continue with your team.

M. Herbert,  
Edwinstowe

Dear Editor,

Could I please be allowed to reply to H. Proctor's comments in his letter published in the May/June Review.

Firstly if he feels his article has been altered to change the context of his writings then he may have cause for complaint.

However to go nit picking on grammar is pushing criticism beyond the limit. Are the people who work hard enough in their own time to produce the review now to have to start checking grammar etc. I note small mistakes in nearly every issue but I read through them because the rest of the reading lets me know what is being got at.

I would like Mr. Proctor to be given the job of rectifying what has now become a daily occurrence in every day speech even among professionals of adding actually or basically to almost every sentence usually in the wrong context.

I respect what our hard working team produce for us and I have no time for ungrateful knockers. Could I apologise in advance to Mr. Proctor for any mistakes in my grammar which however will not prevent my opinion getting through.

J. Fisher,  
Holbeach St. John

Dear Editor,

Many thanks for the last issue of LEYTR, as usual full of interesting information and articles.

Thank you for the mention of my catalogue on page 62, unfortunately you got my telephone number wrong, in both cases missing out the number 6 ! The correct number is: **01262 603472**.

I was sad to read the comments regarding grammar and other errors that creep in the magazine from time to time. I think readers may not always realise that the magazine is edited by you in your spare time and is not a full time occupation.

T. Shepherdson,  
Bridlington

Dear Editor,

I write to you regarding news of a former East Yorkshire AEC Renown, CKH 780C. You may be interested to know this vehicle is still in existence. Owned by travellers its exact location is off the A12 between Ipswich and Woodbridge near to a village called Great Bealings. The vehicle itself is in the old East Yorkshire dark blue with white bands. It was photographed at this location on 29<sup>th</sup> May this year.

C. Keeton,  
Doncaster

Dear Editor,

David Kaye's article in the March/April issue on pub names associated with transport prompts two further suggestions. Firstly, the "Mallard" at Little Bytham, located underneath the viaduct carrying the East Coast Main Line at this point, clearly based on the connection with the steam record speed run over this section of the route (and much more appropriate than the Worksop example mentioned on page 46). The other is the "Prussian Queen" at Saltfleet, reputedly named after a steamship of that name which sunk near the village in the nineteenth century.

P. White,  
Osterley

Dear Editor,

I have enjoyed the magazine for many years (first issue for me was in 1965, I believe) but there is quite a dearth of Railway articles. I did quite a bit of photographing and research during the early 60s and so managed to get steam as well as some of the closed lines in the Grimsby area. The Immingham workmen's' trains to Cleethorpes from Immingham Dock were very interesting after the line to Goxhill closed. Do any readers have any information on the

Kemps Biscuit Factory trains from Great Coates ? If any readers do, please contact the Editor who will forward the details to me.

J. Jennison  
Reinach, Switzerland

**Editor's Replies:** *My apologies to readers for the large number of errors in the last issue, most of which should have been corrected in this edition. Unfortunately at the time I was under severe stress in addition to facing the bereavement of a close friend (as detailed in the last page of the previous edition). Consequently, I felt unable to carry out the normal thorough proof reading. This was exacerbated by a faulty keyboard (since replaced) on which the number 6 and some other keys were malfunctioning. Another mistake was perpetuated simply a result of being unable to read a contributor's writing. Hopefully, this issue will more than compensate for the problems we experienced in the past few magazines in terms of content and quality. I agree with comments I have received regarding the lack of railway articles, something I have tried to rectify in this edition. This is primarily due to the Editor not receiving many and, indeed, having to resort to writing them himself to provide a balanced issue. If there are any readers who would like to contribute railway articles, the Editor would be pleased to receive them.*

## Bus Rides: 8

# The Midland & Great Northern Joint Railway

by P. Wombwell

with additional contributions from J. Fisher, J. Jennison and J. Satherley

This year is the 40<sup>th</sup> anniversary of the closure to passengers of a large proportion of the famous Midland & Great Northern Joint Railway. To mark the event, I undertook a journey on Tuesday, June 16<sup>th</sup>, in an attempt to follow its course (as closely as current bus routes permit) between Sutton Bridge and Little Bytham.

### History

Before I begin describing my journey, for the benefits of those who do not already know, I shall provide a concise history of the route although, for reasons of space, will confine this to the aforementioned section through our area.

On the Midland Railway's Leicester/Nottingham - Melton Mowbray - Stamford - Peterborough route, a little way beyond Saxby station (just over 4 miles east of Melton Mowbray) was a junction at Wymondham (known as Saxby Junction - no doubt to avoid confusion with the Norfolk location of the same name). From here a line (still the Midland Railway) headed east and into Lincolnshire crossing the East Coast Main Line at Little Bytham and the present B1176. It was just beyond this at Little Bytham signalbox where the official start of the Midland and Great Northern Joint line was marked by a signpost to that effect. It continued east to Bourne, Spalding and Sutton Bridge, where it was joined by a branch of the M & G.N. Jt. from Peterborough via Wisbech. From Sutton Bridge the line continued into Norfolk to King's Lynn and Fakenham and Melton Constable. From here were branches to Cromer, Great Yarmouth (and Lowestoft) and Norwich. As well as the obvious local passenger traffic, the line handled Midlands - East Anglia coast holiday trains and there was also much freight, particularly agricultural produce.

The history of the opening is complex to say the least. The Norwich & Spalding Railway Company was given authorisation to construct a railway between Spalding and Sutton Bridge on August 4<sup>th</sup>, 1853. The first section of this, between Spalding and Holbeach, opened on May 3<sup>rd</sup>, 1858, by which time another Act of Parliament had to be sought (August 13<sup>th</sup>, 1859) to revive lapsed powers to complete the extension to Sutton Bridge which was duly opened on July 3<sup>rd</sup>, 1862. Prior to this, on August 6<sup>th</sup>, 1861, the Lynn & Sutton Bridge Railway Company was granted powers to construct a railway between these two locations which it opened November 1<sup>st</sup>, 1864. The Spalding & Bourn (as it was then spelt until the "e" was added in 1894) Railway was given powers by an act dated July 29<sup>th</sup>, 1862, to construct a line to Bourne to link with the Bourn & Essendine Railway

which was opened on May 16<sup>th</sup>, 1860. The Spalding - Bourne line opened on August 1<sup>st</sup>, 1866 and that from Peterborough to Sutton Bridge opened on the same date following the Act of July 28<sup>th</sup>, 1863, authorising its construction by the Peterborough, Wisbech & Sutton Bridge Railway Company. The Spalding & Bourn and Lynn & Sutton Bridge companies amalgamated in 1866 and formed the Midland & Eastern Railway. The Norwich and Spalding Railway Company amalgamated with the M & E in 1877 and this was followed by the Peterborough, Wisbech & Sutton Bridge Company in 1883.

As early as 1864 a proposal was made to proceed with a line westwards from Bourne. The M & E were keen to provide the "missing link" but faced with the Great Northern Railway's opposition, agreed to abandon their support if granted running powers over the Bourne - Essendine line. The proposal resurfaced again in 1888 when the M & E proposed a link from Bourne to Little Bytham and then, via Clipsham, Stretton and Greetham to connect with the existing Midland Railway mineral line at Cottesmore. Whilst the M.R. were keen supporters, the G.N.R. were again in opposition and the proposal was rejected. The consequences of this were to cause the Midland & Eastern to run into severe financial difficulties. Their financial plight did not ease and the M.R. and G.N.R. proposed to take over control of the M & E system in 1891, which it did two years later, thus the Midland & Great Northern Joint Railway was born on July 1<sup>st</sup>, 1893. Eventually the M.R. and G.N.R. reached a compromise for the Bourne - Saxby link to control the new line jointly between Bourne and Little Bytham and a Bill was passed on June 24<sup>th</sup>, 1889 authorising its construction. It was proposed to have a link with the Great Northern's London & York main line at Little Bytham but this was never constructed, "The Little Bytham loop on to the G.N.R. main line was not proceeded with because the company considers their access to the Joint at Spalding sufficient, bearing in mind their access point from Essendine." From an engineering point of view this contrasted with the terrain of the rest of the line to King's Lynn in that cuttings, embankments, a viaduct and a tunnel were required and several setbacks were experienced prior to eventual opening to goods between Bourne and Little Bytham from May 15<sup>th</sup>, 1893 and to Saxby and all traffic on May 1<sup>st</sup>, 1894.

To avoid the need for trains to have to reverse at Spalding an avoiding line was constructed about half-a-mile south of the station between Welland Bank Junction and Cuckoo Junction which first saw goods traffic on June 5<sup>th</sup>, 1893 and passenger trains on May 1<sup>st</sup>, 1894.

From East to West on the section from Sutton Bridge to Little Bytham (although there was no M & GN station at the latter) the intermediate stations were: Long Sutton, Gedney, Fleet, Holbeach, Whaplode, Moulton, Weston, (Spalding), North Drove, Counter Drain, Twenty and (Bourne). King's Lynn to Sutton bridge was double track; Sutton Bridge to Cunningham's Drove Signalbox (about 1 mile from Spalding) single track; Cunningham's Drove signalbox to Spalding Station - double track; Welland Junction to Cuckoo Junction - double track; Spalding Station to Cuckoo Crossing - double track; Cuckoo Crossing to Twenty - single track; Twenty to Little Bytham - double track (initially single track between Bourne and Twenty); Little Bytham to Saxby - single track.

With the formation of "The Big Four" in 1923, the route subsequently passed into the joint control of the L.M.S. and L.N.E.R. and then, on Nationalisation, to British Railways. It was during the latter's control that the decline and withdrawal of the network took place.

### Closure

Bus services running parallel to the route commenced as early as 1921 when the Progressive Motor Omnibus Company, who had garages at Kirton and Holbeach, commenced a Spalding - Sutton Bridge service operating six times per day with two short Spalding - Holbeach runs. The Company was absorbed by United Automobile Services and subsequently routes in the area ended up with the Lincolnshire Road Car Company. In the L.R.C.C.'s 1933 timetable, service 65 between Spalding and King's Lynn was hourly with several short runs on Tuesdays, Saturdays and Sundays only between Spalding and Holbeach. There were also service 20's (Spalding - Grantham) to Bourne.

Competition was to really hit the line after the Second World War. Considering the period 1950 - 1953, in 1950 car ownership in the United Kingdom was four million (double the 1939 total) and this was growing rapidly. The October 1950 "Bradshaw's Guide" shows, on weekdays, from Spalding to King's Lynn, 6 trains (First: 0815, Last: 1847). Comparing this to the LRCC timetable for June 4<sup>th</sup>, 1951, service 65 was (almost) hourly with 12 departures (First 0905, Last: 2105) on weekdays 11 on Sundays (First: 1005, Last: 2105). There were also many "shorts" between Spalding and Holbeach on Tuesdays, Saturdays and

Sundays. In terms of coach competition, for an example, a train departed King's Lynn at 1620 on weekdays to Nottingham where it arrived at 2000. However, the 1953 "ABC Coach Guide" reveals Trent service X7 calling at King's Lynn at 1648 on Saturdays arriving in Nottingham at 2040. Midland Red were also operating services between Birmingham and Lowestoft (service N - jointly with Eastern Counties and United Counties) and Leicester - Yarmouth (service V - jointly with Eastern Counties). Freight was also gradually being lost to ever increasing competition from road hauliers. Ironically, the post closure LRCC timetables included details of "Cross Country Connecting Services" (linking up normal stage carriage services) including Leicester - King's Lynn, a journey which, by changing at Grantham and Spalding, could be completed in five hours, and Nottingham - King's Lynn, changing at the same places, in six hours !

Despite some very strong objections, British Rail were determined to close the line. An extract from the "Eastern Region News" of June 1958 (a staff newspaper) clearly illustrates their negative feelings towards the M & G.N., J.L. "Often we may wonder why it was built at all, except as part of an undue and unsound urge towards competition. It parallels the Great Eastern over most of its route, and is frequently only a few miles from it. Traffic it carries can be carried with greater economy by the alternative routes, and in these days when the processes of change have brought the omnibus, the line is no longer a social necessity, even if the closing will cause a certain amount of upset and inconvenience."

The closure of the Saxby Jn. - Spalding, Spalding Avoiding Line, Sutton Bridge - South Lynn, Peterborough - Sutton Bridge and indeed all but the Melton Constable - Cromer section of the Norfolk lines, took place on March 2<sup>nd</sup>, 1959. The Spalding to Sutton Bridge and Spalding to Bourne routes remained open to goods until April 5<sup>th</sup>, 1965.

In Norfolk, the Melton Constable - Sheringham section closed to all traffic on December 28<sup>th</sup>, 1964, although, on a happier note, the section between Holt and Sheringham subsequently reopened as a preserved line known as the North Norfolk Railway where steam and diesel services have been reinstated. The Sheringham - Cromer section is still open to passengers and is traversed by Anglia Railways Norwich - Cromer - Sheringham train services.

### 40 Years On

On June 15<sup>th</sup>, armed with three old one inch Ordnance Survey maps, a notebook and a camera, I set off on my expedition to find the tangible relics of this line. This meant using the Rural Bus Grant supported RoadCar 0620 X57 Skegness to Boston run on which was *Super Buzz* 501 (R5901 JFE) and I duly purchased a £4.50 Day Out ticket which I would make more use of later on that day. Arrival at Boston was on time and Elsey's smart DAF/Van Hool (K519 RJX) soon turned up picking up around 20 people most of which were travelling to London. My single fare to Spalding was a very reasonable £1.10.

As I mentioned some time ago, the Bus Station area in Spalding has improved greatly in terms of appearance. I made my way to the station just in time to see a Peterborough bound 153 unit departing as I headed towards the main road passing a pub called the "Station Gates" - rather an anachronism as the gates have long since gone - but still it's a nice reminder of the past. As I has an hour to spare before my next bus, I decided to visit the long footbridge which links Green Lane and St. John's Road and crossed the M & GN (King's Lynn line), the Great Northern & Great Eastern Joint Line to March and the Great Northern line to Peterborough which is the last survivor. In view of this latter fact, it is surprising how this historic monument still stands - and lets hope it continues to do so for many years. I walked over it and a few repairs and a spot of paint wouldn't go amiss - I estimated its span as 110 yards ! Also near here located between the former Bourne line, which branched off to the south, was the M & G.N. railway shed which was closed on March 7<sup>th</sup>, 1960, and was demolished five years later. Both the Bourne and King's Lynn branches at the Spalding end have had their trackbeds built upon. A little further on the King's Lynn section, the line crossed the River Welland by a bridge which, surprisingly, due to the fact it also carried a footpath, survived demolition until 1972. On the other side a short section is a public footpath (or at least it was when I visited it a few years ago).

On my return to the Bus Station I passed the remaining signalbox at Spalding, just south of the station, which controls the gates at the very busy level crossing. Known as No.1 box, it dates from 1921, and was one of the last to be constructed by the Great Northern Railway. Back at the Bus Station I boarded Fowler's 0905 service 505 (interesting how they have retained the former LRCC route number) which would take me to Holbeach. Double-deck Scania/Alexander, P3314 RHK, stood waiting and I purchased my ticket from its driver - interestingly, no return fares are available, the single in this instance being a very reasonable £1.20. Because the route follows the A151 which is actually to the north of the M & G.N., not much of the course of the latter could be seen although I did observe the tell-tale street name "Station Road" at Moulton. On arrival at Holbeach I



made my way to the old station. I had visited this several years ago and was amazed to see how intact it remains. The station house belongs to a local firm (Meridian Printers) who, thankfully, have not distorted it with extensions and suchlike. The platforms remain: the westbound one is somewhat overgrown but the eastbound, which adjoins the main building, apart from some crumbling edges, is very much still there even retaining the blue brick surface. I could not resist standing on it and imagining what it must have been like to watch Midland - Norfolk Coast expresses. It was difficult to imagine that the last passenger train called there 40 years ago. Sadly the trackbed beyond the station in both directions has been built on but the goods shed survives and is in use by a garage. Also, nearby, is the "Station Inn" which, I am told, inside has various pictures of the station when open, although I did not have time to find out for myself.

Another very obvious remainder of the line is Cross Keys bridge which once carried the line over the Nene and which was to be my next destination. The Fowler's Scania single-deck bus (N692 AHL) was a bit later than the scheduled 1130 and after I paid my single fare of £1.10, I took my seat for the short journey. It was possible to see the station buildings at Gedney where, I understand, one of the original station name boards survives! The A17 now occupies the trackbed beyond Sutton Bridge to King's Lynn. From Gedney station it is breached by the A17 Long Sutton bypass.

I just had time to walk across the bridge and back - for the first time as normally I have crossed on a bus! Unfortunately this had to be on the road side there being no footway on the south side which carried the M & G.N. over the Nene. The old hydraulic pumping house, which once powered the Cross Keys bridge, still stands, now isolated, on the edge of the roundabout which conducts the A17 round onto the bridge. The pumping house would once have been owned by the M & G.N. and apparently all the Victorian machinery is still inside, intact. It was purchased by a private owner two years ago and is a listed building.

Cross Keys was actually the third bridge. The first, before the arrival of the railway, was built by Rennie and Telford constructed of oak with a moveable cast iron centre and spanned 650ft. This was subsequently replaced by one designed by Robert Stephenson, which opened in 1850, constructed of cast and wrought iron, 100ft south of the first. Increased train weights resulted in yet another bridge being built, the present Cross Keys, 100 yards further south than Stephenson's, which cost the M & GN £80,000 and was opened for traffic on July 18<sup>th</sup>, 1897.

Just as Cross Keys was preceded by two earlier bridges, the final station replaced two earlier ones largely as a result of realignment required by the repositioning of the bridges. On the subject of the final station and opening of Cross Keys bridge, "Once again the site (of the bridge) was slightly different, 100ft south of the second bridge, which explains why the reverse curves out of Sutton Bridge were of such ferocity."\* When in existence, Sutton Bridge was reputed to have one of the sharpest curved platforms (if not the sharpest) in the country - the curves leading up to it being responsible for excessive wheel and rail wear. The type of traffic it handled at this station is described in another book, "A Guide to the History of the M & GN" (by N. Digby, Pub. Ian Allan), "As well as considerable passenger traffic, there was heavy goods traffic. Enormous quantities of vegetables, soft fruit and cut flowers were handled. There was also timber from Scandinavia and occasionally grain by the shipload." Indeed, this section of the line to Spalding (and that from Spalding to Bourne) remained open to goods traffic six years after the last passenger services. L & E.Y.T.R. reader J. Jennison commented, "Working timetables I have from the early 60s indicate a thrice daily goods trip from Spalding to Long Sutton, two being extended to Sutton Bridge. The line was, I believe, truncated beyond Sutton Bridge, but the Docks branch was still in tact when I visited in 1965." Apart from the odd piece of latticework fencing, no trace of Sutton Bridge station remains as the whole site is occupied by Metalair Feldbinder, a company nationally known for building road tanker bodies.

On a visit many years ago, I managed to get a good photograph of the south side from the west bank of the river, but such is the traffic on the A17, which still uses Cross Keys, that I aborted any attempts to repeat this. Instead I made my way to the bus stop and waited for another Fowler's Scania double-deck (S333 HEB) at 1214 back to Spalding for which the single fare was £1.95.

Even comparing it to 20 years ago, Spalding has become a victim of "rationalisation". The Tulip Parade excursions are vastly reduced (only one this year) and the many sidings and platforms and the goods shed have all gone excepting the main station building and two platforms. In the days of the Midland & Great Northern there were seven, "Platform 1 was a bay on the town side of the platform which carries the main buildings, this was the starting point for most Sutton Bridge and South Lynn trains, although some also left from Platform 2. Platform 4 was also a bay, situated at the north end of the middle island platform, and

was used for storage of empty M & GN coaching stock. Platform 6 (the town side of the middle island platform) was the stopping point for M & GN trains from the east and west which terminated at Spalding, and finally platform 7 saw the departure of trains to Bourne, Saxby and Nottingham."♣ Since then platform 2 has become 1 and 3 become 2. The original Platform 1 is now a part of the station forecourt upon which stands cycle lockers. Platform 4 has long been filled in whilst 6 and 7 have been obliterated and their site is now occupied by some rather ugly box-like houses. Curiously the section of the footbridge to 6 & 7 remains partly in situ, but only the ironwork as most of the planks and stairs have gone - quite why this has survived demolition is surprising - although access to it is impossible as the entrances to it (and platform 5) have been bricked up. What a sad thing to see a previously busy station once served by six lines, three companies and at one time a stopping place for the Harwich - Liverpool Boat Train reduced to nothing more than a branch line halt.

Platform 7 was also used on the last day of the M & GN passenger service, by the final up "Leicester" where 4MT locomotive 43060 wore a notice on its front end stating "THAT'S YER LOT". "At 4.00pm, M & GN trains for Sutton Bridge and Spalding left simultaneously with a duet of whistles."♣ Many of the locomotives on the day had chalked farewell notices, the most poignant was probably "Goodbye all: we may not pass this way again".

When the M & GN closed to Passengers, the Lincolnshire Road Car commenced (from March 2<sup>nd</sup>, 1959) a Spalding (Bus Station) to Melton Mowbray (Railway Station) bus service, numbered 70, calling at all the points served by the railway. The Spalding - King's Lynn route (65) was long since established so no special replacement service was implemented in this direction. On Mondays to Saturdays on the 70 there were two journeys each way, ex Spalding at 0750 and 1515 and ex Melton Mowbray at 0948 and 1713, with an additional journey from Spalding (ex 0905) to Bourne on Thursdays which returned at 0945, "... a substitute bus service from Melton Mowbray to Spalding, following very closely the route of the M & GN, had, from the very start, run into difficulties because of poor patronage. On its first day, the service had met with an unpromising response: the 7.50am bus from Spalding had left with only five people on board, and these had all got off before Bourne was reached. The return trip later in the morning arrived in Spalding with only one passenger. The afternoon service fared even worse: the bus travelled empty over most of its route. Although a spokesman for the company expressed the view that business would pick up as the service became established, there simply was not any demand for public transport over this route: after warnings that such a situation could not continue, the service was taken over by another company (Barton's), but petered out and disappeared in the early 1960s."♣ The fact that the bus took considerably longer and was less frequent and of no use to long distance travellers, would no doubt have contributed to its downfall. I have in my collection some timetables of Barton's summer 1983 Saturday express services the X35 (Long Eaton - Cromer) and the X36 (Long Eaton - Great Yarmouth and Lowestoft), not remarkable at first glance until the route taken is studied with stops including Melton Mowbray, Bourne, Twenty ("Station Cross Roads") and Spalding !

In my initial plan for this journey I had intended to ride on the long established run from Spalding to Tongue End via the interesting sounding settlements of Horseshoe Bridge, Pode Hole and Cuckoo bridge which would have crossed the trackbed twice (I would have walked the couple of miles from Horseshoe Bridge to Bourne). Unfortunately, this had to be abandoned as the service, latterly operated by Shaw's (of Maxey) was axed along with many others in the area in April. I therefore travelled by the alternative route to Bourne on Delaine's service 402. With the exception of the school runs, the service operates on Tuesdays only ex Bourne at 1000 and 1330 and ex Spalding at 1030 and 1400, and it was the latter which I utilised for the next stage of my journey on board Leyland Tiger/Duple 103 (F603 VEW). As I was travelling to Stamford I decided a Delaine Day Rover at £2.90 would be the cheapest option which was confirmed by the driver. We were then on our way out of Spalding and cruising along the A151 through Pode Hole and then away from the M & G.N. to Pinchbeck West making our way to Twenty. To quote the local saying "How many stations are there between Spalding and Bourne ? Two and Twenty" ! Why the hamlet of Twenty was so named I cannot say for certain. Theories abound; "Named after a milestone in the Bourne Fen"; "After an enclosure numbered 20 on a large scale O.S. Map; and "...Twenty was given its name, prosaically and logically, from the fact that the hamlet was nearest to the 20<sup>th</sup> dyke of the series which drained into the nearby rivers ...". The other theory, that it was after the grid reference on O.S. maps, i.e. it lies in square twenty (as taken from the side of the one inch maps) is pure coincidence and can immediately be discounted as the National Grid was not in existence when the station was opened. More coincidence still was that the Lincolnshire Road Car Spalding - Grantham route which once passed through the village, was numbered 20 ! I am also informed by Mr. Kaye that there was once a 20 m.p.h. speed restriction through the hamlet - so it was possible to travel through Twenty at 20 m.p.h. on route 20 (no doubt with Twenty passengers on board ! - as comedian Harry

Hill would say, "What are the chances of that happening ?!"). As we passed through I caught a glimpse of the station house which still survives a short distance from the road.

There is a more substantial reminder of the railway at Bourne in the form of the large goods shed, this being the only part of the station to survive and currently advertised "To Let", being in part of an industrial area and located on private property, so I could not achieve a very close look. Another reminder is the Elizabethan Red Hall which is described in a 1924 book about Lincolnshire: "When Bourne became an important railway junction, this fine old house was about to be cleared away, but eventually it was happily saved, and is now chiefly used as the station-master's house." Rather ironically it was the Red Hall which survived the station itself being demolished in 1964. Doubtless many current residents of Bourne would not be aware that the railway ever served their town let alone that there was the M & G.N., a line to Sleaford and one to Essendine.

Back at the bus station I boarded Delaine's 1515 service 202 bound for Stamford, E100 AFW, another Leyland Tiger/Duple. In my original plan I had intended to use the schooldays service 404 (Bourne - Toft) which goes direct to Little Bytham, but this takes a more northerly route deviating from the M & G.N. - my chosen route would cross it at the site of Toft Tunnel. This was the only tunnel on the M & G.N. system and was 330 yards in length. As previously stated, the Bourne to Little Bytham section involved much more substantial engineering than other parts of the route as the previously flat terrain had given way to hills. Hence not only was there a tunnel, but cuttings, embankments, a 1 in 100 gradient and a viaduct at Lound about one mile west of Toft Tunnel. This crosses the Lound Beck which, despite being a small stream, a substantial viaduct was constructed of five arches each 40ft across and 44 ft high. One and a half million bricks being used in the construction. I tried to catch a glimpse of it as we travelled along the B1174 but to no avail - I understand it is still there but visible only from a field. Similarly I could not see much of the approaches to Toft Tunnel. Happily, a section of the trackbed either side of this has been retained as a nature reserve with bushes being allowed to grow and thus forming an ideal habitat for a wide range of bird species. Making our way to Essendine it was possible to catch a glimpse of the former line to Bourne. We then crossed the E.C.M.L. and ran parallel to another closed line, that from Essendine to Stamford. Again traces could be seen.

I did not remain long at Stamford, instead rejoined the Road Car network on service 604 and 1483 (NWB 163X) was on the 1615 departure. There are few services on this particular route which is a pity as it is rather scenic as it makes its way north through Essendine and Carby where the B1176 runs alongside the East Coast Main Line close to the spot where "Mallard" made its record breaking run. At little Bytham we passed the former station and the final section of embankment carrying the M & G.N. could be clearly seen upon which was the boundary where the M & G.N. Jt. became the Midland Railway. The road bridge which carried the latter over the B1176 is still there and we passed beneath it. From Little Bytham the bus continues to Castle Bytham where the cutting and trackbed could be clearly seen, although the station itself with its wooden shelter has long since gone.

So there it was, I had completed a journey from Sutton Bridge (ex-1214) and arrived at Castle Bytham at 1642, 4hrs and 28 minutes. Comparing this with train times, the April 1910 Bradshaw's reveals it was possible to travel between the same points on the M & GN leaving Sutton Bridge at 1030, changing at Bourne with a 10 minute connection (there was no through service at this time), arriving in Castle Bytham at 1304 (2hs 34m). In the L & N.E.R. era, the July 1922 timetable shows three through services, departing Sutton Bridge at 0717, 1456 and 1624 arriving at Castle Bytham, respectively, 0911, 1643 and 1844 (1hr 54m, 1hr 47m and 2hs 20m). In the British Rail era, the June 1954 timetable indicates two through services from Sutton Bridge at 0714 and 1702 arriving in Castle Bytham at 0911 and 1856 (1hr 57m and 1hr 54m).

I remained on the 604 as it doubled back to Little Bytham and disembarked there to photograph the viaduct and Mallard Pub (see last page of this issue) and to visit C.R. Bee's shop which, as I mentioned in an earlier article on Little Bytham, can have changed little in the last 50 years ! I caught the following schooldays service 604 on RoadCar Leyland Leopard/Alexander 1421 and had another ride to Castle Bytham and back, this time remaining on board all the way to Grantham where, thanks to the efforts of drivers, I made an earlier than planned connection with the 1745 service 601 (Leyland National 278) to Lincoln and in turn the 1900 Connect 6 (801) to Skegness.

**An enjoyable and long day of travelling - my fondest memory being standing on the platform of Holbeach Station !**

♣ "The Midland & Great Northern Railway" by John Rhodes Published by Ian Allan (1982) ISBN 0 7110 1145 1

♣ "A Short History of the M & GNRJR" by Ronald Clark Published by Goose (1968)

## The Lincolnshire Postbuses

by P. Wombwell

*Please Note: For reasons of security, I have chosen not to include detailed information of mail collections/deliveries.*

### The Holbeach Postbus

Whilst undertaking a trip for my Bus Rides article in this issue, I also incorporated a journey on the Holbeach Post Bus on June 16<sup>th</sup>. With thanks to L & E.Y.T.R. reader J. Satherley for providing detailed instructions as to how to find the Royal Mail Office in Holbeach, I checked there to find out which side of the road the service picked up from and a helpful member of staff told me to wait by the driveway. An LDV minibus (S603 VJW) duly turned up for the 0958 on which I travelled. The flat fares are quite a bargain at £1.50 return and £1 single. There is no ticket machine as such, only some "raffle ticket-like" examples, each red ticket showing the price (i.e. I was given two tickets: a £1 and a 50p) and the wording "HOLBEACH POST BUS" which made rather a nice souvenir. This service commenced operation on October 26<sup>th</sup> last year.

#### Mondays to Fridays

HOLBEACH, Royal Mail Office	0958	1300
HOLBEACH ST. MARKS, School	1010	1312
HOLBEACH ST. MATTHEWS, Phone Box	1016	1318
GEDNEY DAWSMERE, Postbox	1021	1323
GEDNEY DROVE END, Village Hall	1024	1326
GEDNEY DROVE END, Davey Grocer	1027	1329
GEDNEY DROVE END, Post Office	1030	1332
BLACKBARN, Postbox	1034	1336
LUTTON, Postbox	1039	1341
GEDNEY DYKE, Post Office	1046	1348
GEDNEY DYKE, The Chequers	1049	1351
HOLBEACH, Horse & Groom	1100	1402

This service is well used, most notably on Thursday which is Holbeach Market Day. On some occasions demand has been in excess of the vehicles capacity, so a larger vehicle would obviously be a great advantage here. It presently does two circuits, ex-Holbeach (Royal Mail) at 0958 and 1300 taking around an hour to do the full trip. One oddity is that no mail is collected or delivered on this route. Whilst there are scheduled stops, between Holbeach St. Marks and Gedney it operates on a "hail & ride" basis and stops to pick up and set down anywhere it is safe to do so.

Progressing north from the comparative metropolis of Holbeach, the Postbus made its way north on the way passing a large factory which employs around 2,000 people - my Postman/Driver informing me that people travel to work here from as far afield as Sheffield and Mansfield each day. Passing one place on the route was a sign stating "Windy Corner" - no doubt very appropriate in this rather flat part of Lincolnshire!

One thing that was to become all too apparent on this journey was the isolated nature of this part of the County. We picked up a lady passenger at Holbeach St. Marks who, in conversation, pointed out that although the service is extremely useful, it only operates Mondays to Fridays so a Saturday service would be beneficial. Cavalier Small Party Travel used to operate a "Bus Lines" run known as the "Marsh Service" which provided a link between these rural communities and Holbeach itself. It left Holbeach St. Marks at 1000 and reached Holbeach at 1030 with a return at 1220 or 1530. This route was "axed" along with many others in the Spalding and Holbeach area from April 4<sup>th</sup>. The only current Saturday service quoted on the Lincolnshire County Council's bus enquiry website involves leaving Holbeach St. Marks at 1351 using Cropley's, changing at Moulton where there is a wait of 1 hour 14 minutes and then catch Fowler's service into Holbeach eventually arriving at 1530! There is no return service available. I cannot imagine many people being keen to do this! All this is a far cry from the days when the Lincolnshire Road Car had a major presence in the area. The July 1949 timetable reveals the following:

Service		
65	Spalding - Holbeach - Long Sutton - Sutton Bridge - King's Lynn	Daily
66	Holbeach - Saracen's Head - Moulton - Spalding	TuSa
67	Holbeach - Fleet - Gedney Drove End - Dawsmere - Holbeach	MoTh
67	Holbeach - Gedney Dyke - Lutton - Long Sutton - Holbeach	Fr
67	Holbeach - Long Sutton - Lutton - Holbeach Bank - Holbeach	TuSa
68	Holbeach St. Marks - Dawsmere - Sutton Bridge - King's Lynn	Tu
69	Lutton Bank - Holbeach St. Marks - Boston	We

Mo: Monday Tu: Tuesday We: Wednesday Th: Thursday Fr: Friday Sa: Saturday

How to provide public transport for such communities cannot be easily solved. It is unlikely that any such enterprise would ever be viable (which accounts for the many service withdrawals), but more Postbuses and maybe even some form of "Dial a Ride" scheme might be possible solutions. From listening to the driver and the lady passenger it was all too apparent how even basic amenities in these communities had declined - shops and post offices had closed leaving many locations with little or no facilities. Holbeach St. Marks, for example, has no shop, only a pub (the New Inn). Whilst the increased mechanisation of farms has resulted in less labour being required and a subsequent reduction of the population in such areas, paradoxically, new properties are being constructed at these locations. Whilst car ownership is not surprisingly high this does not apply to everyone. Despite all this the lady stated that she would not consider moving from the area - true determination indeed!

One rather surprising aspect of the history of this area is the number of narrow gauge farm railways that once operated. "The Lincolnshire Potato Railways" (by Stewart E. Squires. Pub. Oakwood Press 1987) shows a dozen of these, many of which used horses as the motive power, all having disappeared by the 1950s and, until then, were used to transport agricultural produce. All except the 2ft gauge Fleet Light Railway were isolated from the actual railway network. It was linked to the Midland & Great Northern Joint Spalding - King's Lynn line, and was constructed in 1910, being the most extensive of these systems at 12.9 miles. Horses were replaced by petrol engined locomotives and, at one stage, by a rather odd diesel with a home-made body looking not unlike a garden shed on rails! Occasional passenger traffic in the form of shooting parties was catered for, people being transported on flat wagons. The system finally closed in 1955.

Continuing to Holbeach St. Matthew, we saw an RAF jet flying low over the nearby bombing range. Progressing through Dawsmere, Gedney Drove End, Lutton and Gedney Dyke, having picked up one more lady passenger en-route, eventually rejoining the main road for the final stage of the journey into Holbeach where my very helpful driver took me back to the G.P.O. for some copies of the timetable. An enjoyable journey through a part of Lincolnshire I had always wanted to visit but hitherto had never had the opportunity.

### The Market Rasen / Caistor Postbus

My next two Postbus rides both took place on June 19<sup>th</sup>. The first was on the Market Rasen and Caistor service the newest of the routes which commenced earlier this year. Having arrived on Road Car's X3 from Lincoln I duly enquired from the Post Office as to where it departed from and found that it was just outside. I was not waiting for many minutes before a slightly older LDV (GSU 860T) arrived. I learnt later that a new vehicle (T183 JOF) was originally designated but it had been "written off" in an accident (not whilst operating as a p.c.v. I hasten to add). Subsequently, the former Louth vehicle (M837 AUG) was used but the gearbox on this malfunctioned and it too had to be replaced by the current vehicle which originates from Hexham.

Unlike the Holbeach and Louth runs, the timetable and fares structure are comparatively more complicated:

Mondays to Fridays

MARKET RASEN, LDO	0730			1340#	
CAISTOR, Market Place	0745	1030	1127	1400	1457
ROTHWELL		1035	1134	1405	1504
CUXWOLD		1039	1138	1409	1508
SWALLOW		1042	1141	1412	1511
CABOURNE		1047	1146	1417	1516
CAISTOR, Market Place		1050	1149	1420	1519
NORTH KELSEY		1101	1154	1431	1524
SOUTH KELSEY		1106	1156	1436	1526
THORNTON-LE-MOOR		1110	1200	1440	1530
MOORTOWN		1116	1206	1446	1536
HOLTON-LE-MOOR		1118	1208	1448	1538
NETTLETON		1124	1214	1454	1544
CAISTOR, Market Place		1127	1217	1457	1547
MARKET RASEN, Market Place			1232		

CAISTOR, Market Place	1600	CAISTOR, Market Place	1720
SOUTH KELSEY, Post Office	1615	HOLTON-LE-MOOR, Station	1728
NORTH KELSEY, Post Office	1628	CLAXBY	1733
MOORTOWN, Post Box	1635	NORMANBY-LE-WOLD	1736
HOLTON-LE-MOOR, Post Office	1638	MARKET RASEN	1745
NETTLETON, Post Office	1652		
CAISTOR, Market Place (arrive)	1656		
CAISTOR, Market Place (depart)	1658		
<b>(LOCAL TOWN COLLECTIONS)</b>			
CAISTOR, Market Place (arrive)	1719		

# Stop is MARKET RASEN, Market Place

Fares are shown between points on the timetable leaflet and, like other Post Bus services, are very reasonable e.g. Caistor - Market Rasen £1. Returns are charged at twice the single rate less 20p and return tickets issued by other operators on the same route are accepted without further payment. This being said, there is no actual "Circular" fare as such and we mutually agreed that £1.80 was reasonable for the journey I was undertaking. Tickets, like with the Louth service, are pre-printed and, as well as the Royal Mail logo, show "North East Postbus Service". On the right are various boxes depicting values and passenger types, the appropriate ones being crossed off. I was to be the only passenger throughout my trip but I understand from the Postman/Driver that it was an exceptionally quiet week.

The first section takes a scenic route passing over the Wolds which, nearby reach their peak at the dizzy heights of 550ft - perhaps this does not compare to some higher areas of Britain but, nevertheless, would enlighten the uninitiated who believe Lincolnshire to be "all flat"! Nearby is the Civil Aviation Authority Radar Station. An ascent uphill along a minor road brought us to the pretty village of Rothwell and another minor road to Cuxwold and thence continuing to Swallow to join the main A46 to Caistor and back in the attractive Market Place. From there it proceeded west along another minor road which, by its very straightness, revealed its Roman origins, linking Caistor (a Roman town) with Ermine Street, although now disappears after North Kelsey. It also formed the southern boundary of Caistor Airfield which, in "Action Stations Vol. 2" (B. Hallpenny pub. PSL) "was only a small grass-surfaced airfield with very primitive amenities but it did have a concrete perimeter track. It opened in 1941 as a Relief Landing Ground for Kirton-in-Lindsey." It closed at the end of the Second World War but was used again between 1960 and 1963 and housed 269 squadron and Thor ICBMs.

Reaching North Kelsey we crossed the Grimsby - Market Rasen - Lincoln line. A station was located here but closed in November 1<sup>st</sup>, 1965. Caistor, incidentally, is one of the three towns in Lincolnshire (the others being Binbrook and Crowland) never to have enjoyed a direct rail link. One was proposed (although more with iron ore than passenger traffic in mind) but this came to nothing when the Act to build it was repealed in 1848.

We continued along the minor road to North Kelsey catching up with the Tesco Free Bus to Brigg, an elderly Leyland Leopard/Plaxton (FYT 35V) in dark blue and cream livery with appropriate advertisements for the supermarket. More minor roads to South Kelsey followed by a very narrow road with some sharp bends to reach the hamlet of Thornton-le-Moor, thence rejoining the B1205 to Moortown, which also had a railway station and is shown in a 1950s "Bradshaw's Guide" as being the station for Caistor and "Moortown for Caistor" in others (albeit the latter is some 3 miles distant!). It closed the same date as previously mentioned North Kelsey. From Moortown we made our way to Holton-le-Moor and thence along a very attractive tree-lined minor road passing Holton Park, crossing the Grimsby - Lincoln line again to then joined the A46 to Nettleton. Before closure in 1969, there was a narrow gauge railway system, this time ironstone rather than agricultural produce being conveyed. The network was linked to sidings at Holton-le-Moor station by an aerial ropeway. Those wanting a detailed history of this and other ironstone railways are recommended to consult "The Ironstone Railways of the Midlands Part VIII: South Lincolnshire (by E. Tonks. Pub. Runpast 1980. ISBN 1-870754-09-3).

Back at Caistor I left the Post Bus to continue its journey to Market Rasen whilst I made my way to Louth. Unfortunately, in order to do this I had to omit the part of the Caistor route which serves Claxby in the afternoons. Mail is not yet carried, but I understand it will be on the afternoon runs shortly.

### The Louth Postbus

Regular readers will be aware that this has been reviewed before but for the sake of completeness and for the benefit of newer subscribers, I am including it in this article together with some additional details.

I boarded the newest LDV minibus so far (T184 JOF - not as stated on page 55 of the previous issue), on the longest-established Post Bus route (originating from 1973), at the Pack Horse in Louth at 1405. This time I was joined by two other customers, a lady for Muckton and a gentleman heading for Ruckland. The fare on this for the full circuit i.e. Louth - Authorpe - Louth is £1 whilst Louth - Goulceby - Louth is 90p, although it appears that there are no return fares available.

With side windows open on this hot afternoon, we made our way out of town and along the A157 Mablethorpe road turning off just over a mile before Legbourne where the former station (and the erstwhile Legbourne Railway Museum) were clearly visible. The minor road to Muckton on the very edge of the Wolds gives some good views out towards the low lands of the Lincolnshire Coast. The former trackbed of the East Lincolnshire railway line was apparent by the course of a line of bushes! A glider passed overhead as we continued and then took a sharp left hand turn to reach Authorpe, passing the former station, and reversing near the Hedgehog Sanctuary. It was then back up the Wolds to Burwell and a short spell on the A16, thence to South Ormsby where we picked up two passengers (who had been for a walk in the Wolds) at the Massingberd Arms (named after the family who own(ed) a nearby hall as well as the more famous Gunby Hall). Hopefully, now the Wolds villages have probably the best bus service they have had in years, more walkers will take advantage of this. There was a brief diversion to take in the village of Brinkhill before we doubled back, and once again returned to the Prehistoric Bluestone Heath Road, thence turning right to call at Ruckland, passing the Youth Hostel, and a brief diversion at the crossroads to take in Maidenwell (all nice walking country if any readers are interested). In what seemed a quick but enjoyable trip, it was soon back at Louth for the second stage, on which I was to be the only passenger throughout. This is a very scenic route which leaves the town by way of the Tathwell, passing the famous Cadwell Park stadium, and proceeds to the serene village of Scamblesby where we remained for a few minutes and I took an opportunity to obtain a photograph and look at the vehicle in more detail. Although I have had nasty experiences of travelling on very uncomfortable minibuses in the past, this was not the case on any of the Postbuses on which I rode, which all had comfortable seats and good ventilation in the form of sliding side windows. This particular 9-seater was deceptively spacious. In all the vehicles I travelled, the driver was separated from the passengers section by a wire mesh for obvious security reasons.

Mondays to Fridays

LOUTH, Pack Horse	0950	1405
MUCKTON, Bottom	1005	1420
AUTHORPE, Post Office	1010	1425
BURWELL, Post Office	1020	1435
SOUTH ORMSBY, Post Office	1030	1445
BRINKHILL, Post Office	1035	1450
RUCKLAND	1045	1500
LOUTH, Pack Horse (arrive)	1110	1525
LOUTH, Pack Horse (depart)	1115	1530
TATHWELL, Post Office	1125	1540
CADWELL	1135	1550
SCAMBLESBY, Post Office	1140	1555
GOULCEBY, Post Office	1150	1605
ASTERBY	1155	1610
DONNINGTON ON BAIN	1205	1620
STENIGOT	1215	1630
WITHCALL	1230	1645
HALLINGTON	1240	1650
RAITHBY	1243	1653
LOUTH, Pack Horse	1253	
LOUTH, Horncastle Rd.		1656
LOUTH, South Street		1658

The Post Office at Scamblesby not only sells the obvious but is also the village shop and therefore a vital part of the community - a pity that so many other places I encountered on my Postbus travels had lost this facility. It was also the one place I saw an actual sign for the service "POSTBUS STOPS HERE". We were soon on our way to the pretty village of Goulceby and then the tiny hamlet of Asterby where the Postbox is almost totally obscured by bushes - just as well the Postmen/Drivers know where to look ! We continued to Donington-on-Bain crossing the former Louth - Bardney line and with the station house still very much evident. Passing through the top end of the village, we doubled-back once again crossing the railway and in the opposite direction were Road Car's minibus 66 and Leyland Leopard/Alexander 1433 both on schools runs - the latter on the 48 Horncastle - Louth a scenic (albeit, thanks to the pupils it transports, noisy) journey.

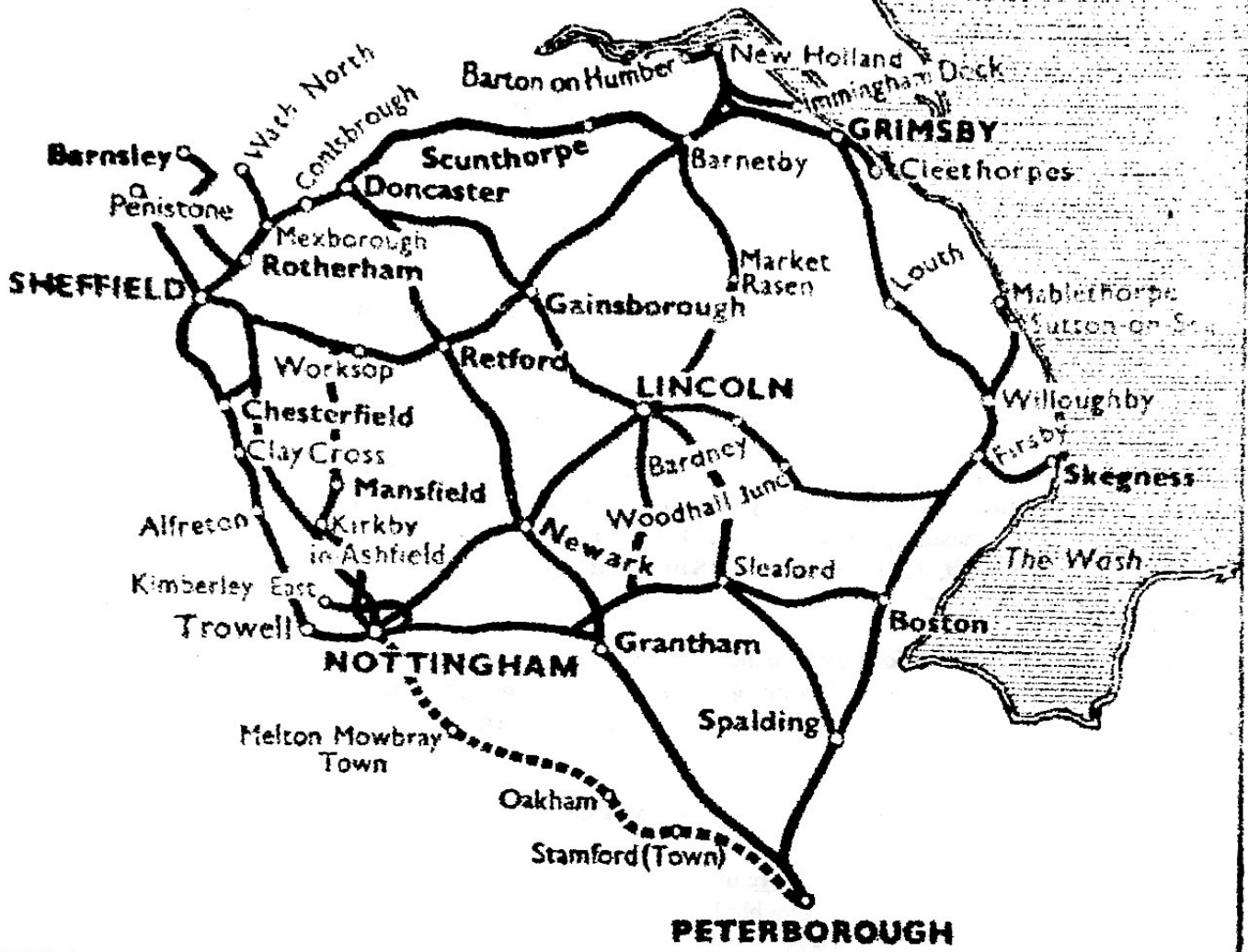
I noted the neo-Georgian Stenigot House on the left as we turned at Stenigot itself where, the Postman/Driver pointed out that at Gardeners Cottage was one of the only two Victorian ("VR") postboxes in Louth - the other being near Holy Trinity church in Louth itself. We then took a minor road which passes over the Stenigot/Withcall railway tunnel of the former Bardney line. Many years ago myself and a few others made an expedition to walk through this. At the time both ends were in good condition and the chalk approaches to the Stenigot (western end) were particularly impressive. Indeed, managing to walk through the tunnel from the other unsealed end was a great achievement - it was in amazingly good condition - fascinating though it was, being confronted by a somewhat irate farmer was not quite what we had hoped for (sorry M.B. if you are reading this !).

From this stretch of road it is possible to see both the Lincolnshire Coast and Cathedral and, on a very clear day, the Trent power stations. Calls were made at Withcall and Hallington where the Postman/Driver related the story of the phantom goods train. Continuing to Raithby it was back to the main road and Louth.

Hopefully, as time progresses, Lincolnshire will have more Postbuses which seem ideal for some of the thinly-populated rural communities in the County.

I would like to thank all the members of Royal Mail staff/drivers I encountered for being both very friendly, helpful and informative, and for three excellent journeys.





I am indebted to reader P. Hobart for sending me these very interesting items. The above is from an early 1960's railway handbill advertising a Day Tourer ticket which for 25/- (£1.25) allowed unlimited travel on the lines shown on the map, "The usual supplements are payable in Pullman cars". If only time travel were a possibility ..... ! Below an apt demonstration of the diverse goods once conveyed by rail.

LONDON & NORTH EASTERN RAILWAY. EGG LABEL  
P. 3055

EGGS - WITH CARE

# The Mallard Inn

[www.Mallard-inn.co.uk](http://www.Mallard-inn.co.uk)

**High Street, Little Bytham, Lincolnshire, NG33 4PP.**

**Tel (01780) 410470**

**Fax (01780) 410245**

**e-mail: [john@mallard-inn.freeserve.co.uk](mailto:john@mallard-inn.freeserve.co.uk)**

The Mallard Inn is located at Little Bytham, a village on the B1176, famous amongst railway enthusiasts as it nestles around a grand Victorian viaduct that carries the busy East Coast Main Line between London and Scotland.

This family run 16<sup>th</sup> century Inn is situated on the edge of Grimsthorpe Park 10 minutes from Stamford in one of the most picturesque areas of England. There are many places to enjoy locally including Rutland Water, Oakham, Bourne and Stately Homes such as Grimsthorpe Castle, Burghley House and Tolthorpe House, home of the famous outdoor Shakespearean theatre. Fishing, Shooting, Sailing, Sail boarding, Golf, Horse Riding and Walking are typical of the amenities available in the area.

All accommodation is En-Suite. We provide a rich and varied menu including vegetarian dishes (special diets can be catered for with a little notice). Also a selection of real Ales, wines and spirits to suit most tastes. We have a large car park which can accommodate Horse boxes and a beer Garden in which to enjoy the summer evenings. In Winter sit around a log fire and drink fine ales.

**Whatever the time of year you are guaranteed a warm welcome by your hosts John and Elizabeth Winspear.**

Charges: All charges are in UK Pounds, Most credit cards are accepted.

Double Room En-Suite from £40

Twin bedded Room En-Suite from £40

Three bedded Room En-Suite from £55

Family Room from £55

Single Occupancy all rooms from £30

Prices include full English breakfast and VAT @ 17.5%

**ALL ROOMS ARE NON SMOKING**

Check in 1600 - Check Out 1000

**English Tourist Board 3 Crown Commended**

The public bar is open Mondays (1830 - 2300)

Wednesdays, Thursdays, Fridays & Saturdays (1200 - 1430 & 1830 - 2300)

Sundays (1200 - 1400 & 1900 - 2230)



**LINCOLNSHIRE & EAST YORKSHIRE**

