

Lincolnshire & East Yorkshire Transport Review

Copy 6 - November/December 2010

We aim to cover all modes of transport in Lincolnshire & major bus, coach and rail operators in East Yorkshire. We welcome news & articles from members for publication, although reserve the right to re-write/edit items thought unsuitable for publication. Membership costs £8 per year (6 issues), with details available from the Secretary.

Thanks to the following for their assistance with this issue

Richard Belton; CBW; Paul Harvey; Paul Hill; Paul Humphrey; John Nicholson; PSV Circle; Ken Pudsey; Peter Shipp (EYMS); Gary Nolan (Stagecoach East Midlands) and Richard Woodhead.

Next Issue Deadline—Sunday 16 January 2011

Point of Departure

Browsing in what may be the last edition of the Thomas Cook Overseas (i.e. everywhere except Europe) Timetable the other day, I came across the Chinese approach to child fares. Children under 1.1 metre in height travel free, those between 1.1 and 1.5 metres pay half fare and those taller than 1.5 metres (about 4 feet 11 inches) have to pay full fare. Whether short adults benefit from this regime is not made clear.

Child fares was an issue that occupied us from time to time at RoadCar. Back in the 1980s, we were charging two-thirds of the adult fare. With the UK's bizarre approach to school transport, where children living closer than three miles to their designated school (two if they are at primary school) have to pay fares, a busload of children paying two-thirds fares for a short distance could make short-distance school buses unviable. For families, having to pay two-thirds fares for the children made bus travel unattractive for leisure journeys.

So we hit on the idea, as did numbers of other operators, of charging full fare before 0900 hours on schooldays and half fare at all other times. To mitigate the effect for children travelling routinely to and from school, we offered a child peak return at around three quarters of the adult return fare. This change was made around 1994, but one of the consequences returned to haunt us every September. Parents of the new intake of bus-using scholars would discover that children only using the bus to travel to school in the morning would have to pay full fare for a single. The economic argument for this practice was quite sound, but it didn't prevent at least one disgruntled parent each year going to the Echo with a story about bus company greed.

This brings us inevitably to rail fares, and the news that, because of the country's current difficulties, the January 2011 rise in regulated fares will be as much as 5.8%, with operators free to adjust unregulated fares as they choose. The immediate consequence of this announcement was a sharp rise in the share price of the rail-owning groups as the City saw the prospect of increased profits. More concerning is the continuing approach of train operators using price to control the numbers travelling because they cannot in the short term offer increased train capacity.

At the risk of repeating a hackneyed phrase, what a way to run a railway, and what a contrast to the approach of our European brethren and those further afield.

Paul Hill, November 2010

RAIL NEWS

Goat to work

Our favourite story of the year is of a railway stationmaster who used to take his pet goat to work with him, leading it to Willerby station on a piece of string, and asking his staff to ensure their paperwork was not left in sight else they could see it nibbled. During the 1950s and '60s, Bernard Levett spent many happy years at Willerby station where he undertook a plethora of jobs, from Hull district relief clerk and at porter at Market Weighton station, which closed in 1965. Levett, who's still employed in the rail industry - as a proof-reader for Northern Rail - said of his unusual pet: "There was no health and safety in those days".

He worked on the clerical side at most stations between Hull, Goole and Selby, including those on the Hornsea and Withernsea lines before the Beeching-initiated closures in the mid-1960s. Relief duties also took him to the berthing point of the Humber Ferry, Hull Corporation Pier. Levett added: "One day a regular passenger bound for Skegness turned up with a monkey on a chain perched on his shoulder. We charged it, erroneously, as though it was a dog. It should have been classed as a wild animal, but nobody complained. Such things were part of railway life." Latterly, he worked in several areas at Hull Paragon, including switchboard, parcels office, train announcing, the telephone enquiry bureau, telesales and at the new travel centre.

National Rail Award winners

First/Keolis TransPennine Express won the coveted Operator of the Year award. East Midlands Trains won the Environmental Excellence award for their environmental strategy. EMT were 'highly commended' in the Innovation of the Year award for their iVT Sprinter. TPE were 'highly commended' for the manner in which it operates Hull Paragon in the Medium Station of the Year award.

Very Welcome!

During September, train users at Market Rasen saw their award-winning station further enhanced with the unveiling of a traditional Welcome sign in the form of an arch at the entrance to the station. A new buggy has been donated by the town's Rotary Club which is enabling the station's volunteer adoption group member to water the many plants, shrubs and baskets more easily.

Solution to a 14-mile bottleneck

Network Rail has released plans on how it intends to overcome a 14-mile bottleneck for rail freight traffic north of Doncaster. A flyover has been designed with an artist's impression of what the finished product will look like on Network Rail's website. It will ensure safe passage for freight trains from Immingham and Scunthorpe, carrying coal for the Aire Valley, onto the Doncaster-Knottingly line. The flyover will be built near Shaftholme Junction, so that no impact is felt to passenger services along the ECML. A development consent order is now being sought to progress the plan.

Increased rail traffic expected

North Lincolnshire Council gave the go-ahead during late-October for the area's largest-ever planning application on the south bank of the Humber. The proposed port and related facilities has seen the £100mil planning application submitted by Able UK on land near East Halton, covering 1,500 acres. Plans include road and rail links to nearby the Humber Sea Terminal and nearby ports.

Close High Street off altogether

Lincoln's High Street level crossing should be closed to all motor vehicles and pedestrians and for a bridge to be erected to carry foot passengers across. That's Network Rail's preferred option in dealing with the increase in freight and passenger trains likely to use the line that runs through Lincoln city centre. The news came to light when Lincoln's MP Karl McCartney asked a parliamentary question to Transport Secretary Philip Hammond about the level crossing. The Minister responded that he was aware of the problem and that road users do not believe the balance between road-rail is right and that some 'proper' cost:benefit analysis needs to be undertaken to see at what level this should be set. Network Rail has agreed that until the city's east-west road link is built, the prospect of pedestrianising Lincoln's High Street is very unlikely indeed.

RAF plaque unveiled

At Market Rasen station, a plaque has recently been unveiled to commemorate five airmen killed when a RAF Valiant bomber crashed nearby on 6 May 1964. The plaque is located at the far end of the Grimsby-bound platform.

The end of the Valenta 'scream' is nigh

For those, like us, who associate the scream of the Paxman Valenta engine fitted to all HSTs from new (between 1976-84) as being synonymous with InterCity train travel, time is running out to witness (or capture on video) this one last time with news that the first Grand Central HST set to receive its new MTU engines has entered service. Grand Central is the last operator to run HSTs with their original engines, with **43068/80** now performing much quieter than they've hitherto done. Grand Central says its second pair will be treated before Christmas with the final two HSTs completed by March next year.

Joint Line diversions

Engineering work on the East Coast Main Line on 9 & 16 October saw a slightly reduced timetable and trains diverted via the Joint Line. Services operated through Sleaford and Lincoln centres with East Coast and Grand Central HSTs operating under their own power. East Coast's Class 91s were hauled (or 'dragged' as those in the industry prefer it be known) by DB Schenker Class 67s between Peterborough and Newark. During the two Saturdays, southbound trains operated by Grand Central and East Coast used the Sleaford Avoiding Line, while northbound trains operated through the town centre as the Avoiding Line was only passable for southbound trains. Hull Trains operated slightly differently, with permission to serve both Grantham and Retford received. Trains operated north to Grantham then Sleaford and to Lincoln and Newark, with a reverse manoeuvre taking place to Retford for affected services.

Tata Steel

The re-branding of Corus Steel as Tata Steel has extended to the railway, with one of DB Schenker's Class 60s being painted in a new silver livery for the company. **60099** was revealed at Scunthorpe on 27 September, having been out of traffic since January 2009, but resurrected as a result of the increased requirement of this type of loco by DB.

Franchise dates in LEYTR area

Trading Name	Franchise Company Name	Start Date	Nominal End Date
East Coast	East Coast Main Line Company	13 Nov 2009	n/a
TransPennine Express	First/Keolis TransPennine Express	1 Feb 2004	31 Jan 2012
Northern	Northern Rail	12 Dec 2004	13 Sep 2013
CrossCountry	Arriva Trains CrossCountry	11 Nov 2007	19 Sep 2013
East Midlands Trains	East Midlands Trains	11 Nov 2007	30 Nov 2013

Hull Trains

Tenth Anniversary

Hull Trains has been operating direct Hull-London services for ten years now and was the UK's first open access train operating company. From 25 September 2000 three daily services were operated and annual passenger numbers totalled 80,000. Today, the company has revealed it is expected to carry ten-times this amount with 800,000 passengers being catered for annually. Now, seven weekday journeys in both directions are operated, with five at weekends.

One decade on and now under the ownership of FirstGroup, the company has said that it has no immediate plans to expand its service further, but to invest in that which it offers today. £2 million has been invested revamping the interiors of its acquired Class 180 'Adelante' trains, which while initially being less reliable than their Class 222 'Pioneer' trains, have settled down recently and become reliable workhorses. The fleet's reliability has increased from 2,000 miles per casualty last year to 17,000 miles per casualty so far during 2010.

Last year the company successfully secured its licence to operate trains between Hull and London until 2016 and the company is cautiously optimistic about its future, despite receiving no financial compensation for shortfalls in expected passenger revenue as a result of the economic downturn. Their MD claims their reliance on different kinds of passenger has ensured that while those travelling on business has reduced, the effect has been cushioned by leisure travellers making the most of the advance fares. First Hull Trains does face competition from other transport operators: East Coast continues to operate its daily return service between Hull and King's Cross; National Express continues to provide a daily coach service (albeit a shadow of its former self) and Stagecoach introduced Megabusplus last year, which is a coach-train service between Hull-East Midlands Parkway-St. Pancras, with fares from £1 single.

Northern

Another Northern award

A schools' charter has been awarded to Northern Rail for its efforts to tackle anti-social behaviour on its train services. The company offers reduced-rate season tickets to encourage parents to purchase affordable train tickets for their children, to avoid the potential of fare evasion. Schools are encouraged to appoint students as 'train monitors' where large numbers of pupils travel to school by train, and are expected to monitor behaviour on board and report any problems to the school who will liaise with Northern. Gary Stewart, safety and assurance director at Northern Rail, said: "This award is fantastic recognition of the innovative approach that we have taken to tackling anti-social behaviour on the rail network. Through effective working partnerships, the anti-social behaviour on trains and at stations has been greatly reduced on the lines of route where this concept has been applied."

Grand Central

HST re-numbering

Following mechanical overhaul with the replacement of their original Valenta engines with new MTU examples, the company's first two HST power cars to be completed have been repainted (with the addition of an orange stripe, similar to their '180s') and been re-numbered from **43068/80** to **43468/80**. **43065/7** have been re-engined now and are in the process of being painted and re-numbered to **43465/7** (i.e. 400 is added to the fleet number).

East Midland Trains

Fuel saving

East Midlands Trains has recorded a 4.4% improvement in fuel consumption, following trials using DiesoLIFT 10 fuel additive. DiesoLIFT 10 was added to the fuel on 89 diesel-powered Class 153, 156, and 158s that were fuelled at the company's Nottingham depot, where the additive was blended with standard diesel oil. EMT believe that across its fleet as a whole, now the decision has been taken to extend the additive's use, should save 350,000 gallons of diesel a year - the equivalent reduction in carbon emissions of removing 350 cars from the road. The trial ended in November.

First '153' unveiled and final '156' completed

The company unveiled its first refurbished Class 153 at Lincoln Central on 28 September. Work on **153319** had been carried out at EMT's Neville Hill depot and forms part of a £5 million investment in overhauling and painting all '153s' and '156s' over the coming year. **153357** and the last Class 156 has now been refurbished and painted: **156410**.

BUS & COACH NEWS

Step-free

From the end of October, King's Lynn-based Norfolk Green withdrew its final step-entrance buses to herald the way for a completely low-floor operation. The company operates InterConnect Service 505 into the **LEYTR** area, running between Spalding-King's Lynn. Since mid-February, the company took over a number of former Cavalier services that had been operated by Stagecoach in the Fens, including two CallConnect services based on Long Sutton and Holbeach and traditional stage-carriage services linking Long Sutton with March and Wisbech.

Likeable Livery

East Yorkshire Motor Services' livery applied to its relatively new Petuaria Express service has won the 'routeone' Best Bus Livery competition, run during the autumn. The deep indigo and cream colour scheme applied to a couple of Wrightbus Eclipse Urban-bodied Volvo B7RLEs beat off competition from Black Diamond, Webberbus, Blue Star and Quaylink to be crowned champion. A valiant effort went to Acklam's Coaches of Beverley, who made it into second place in the Best Coach Livery section, being beaten by Brighton & Hove's modern take on the traditional red and cream livery applied to its coach division.

KJB licence revoked

South Hykeham-based KJB will cease trading on 29 November, following the outcome of a Public Inquiry, brought as a result of whether the company's director had the appropriate financial standing, whether he had effective and continuous control of the business and that, following inspections by VOSA, a number of prohibitions had been issued and mechanical records had not always been completed correctly. The Eastern Area Traffic Commissioner revoked the company's licence for 4 vehicles as a result of the lack of financial standing, that KJB had no transport manager and had been in breach of its undertaking to ensure vehicles be kept fit and serviceable. However, the company is re-applying for a new O Licence for 14-vehicles, with the named director Kimberley Tomlinson (replacing the former director, Kevin Booth) and Andre Morris as transport manager.

EYMS successful in ‘Green Bus 2’ grants

A total of eight new buses will be purchased by Hull-based East Yorkshire Motor Services, following a grant made by the DfT to enable 15 successful operators to purchase hybrid and electric buses. EYMS has been successful in being awarded £794,400 to help purchase the confirmed 8 new vehicles, at a cost of £99,300 each. The winners were made known during mid-October - just seven working days after bidding ended. EYMS Chairman Peter Shipp said that the new vehicles would be allocated to Service 57 in Hull, operating cross-city between Bilton Grange-Hessle. The route has a peak vehicle requirement for 8 ‘deckers and 6 singles. Other successful operators include TfL, Stagecoach NE/Yorkshire, GMPTE, First Somerset & Avon, Nottingham City Council, Uno, and Reading Transport.

Spending Review outcome

One of the biggest potential shake-ups to bus services since privatisation did not materialise, at least not to the detrimental level bus operators had been worried about. Bus Service Operators Grant was not abolished but was amended from April 2012 with a further reduction of 20%. This was accepted by operators, who said that can now prepare for the one-fifth reduction in just under eighteen-months’ time. Of course ‘preparation’ is likely to mean ‘fare increases’, but nothing like those that would have occurred had BSOG been removed completely.

One of the schemes approved is the Beverley Integrated Transport Plan, which along with 22 other schemes has received the backing of the DfT in a package worth £600 million. Of these 22, a number of road-based improvements have been question-marked as requiring further analysis, one of which being the dualing of the A160 in North Lincolnshire, between the A180 Brocklesby Interchange and Immingham Docks.

While concessionary bus passes have been left untouched, the DfT has said it intends to save around 28% of spending in this area, with savings being identified in the manner reimbursement is paid to operators by local authorities. Effectively, local authorities are in discussions with operators at the moment with a view to reducing the reimbursement rates each pays by including more ticket types in its reimbursement calculation. This could have a knock-on effect with many operators fearful that they will be running a number of marginal services at a loss if the reimbursement rate reduces further. Transport Minister Norman Baker incurred the wrath of EYMS Chairman Peter Shipp in the Hull Daily Mail last month, after he accused EYMS of having been “overpaid” as a result of the concessionary reimbursement scheme, with its rigid guidelines for claiming reimbursement that the DfT forced on operators with very little notice a number of years ago.

Carer bus pass ruling awaited

Lincolnshire County Council is to look at whether its residents who require carers or support workers to travel with them on public transport should be permitted to travel for free. While agreeing with the proposal in principle, it will not make any decision for at least another year, while it assesses which over-60s and disabled people require help when travelling on buses. The year’s delay is understood to provide LCC with accurate information on the likely cost of the scheme.

Bus lane hours extension put on hold

Plans to extend Hull City Council’s bus lanes have been placed on hold as a result of the transport department’s budget, following the Spending Review. Despite the City Council’s cabinet agreeing the decision to extend the operational hours of the city’s arterial bus lanes to 0700-1030 (into the city) and 1430-1830 (from city). Singing from the same hymn sheet, both Peter Shipp (EYMS) and Gary Nolan (Stagecoach) were disappointed at the delay, following

years of lobbying the local council. Peter Shipp said: “We are very disappointed that the bus lane hours are not getting extended. We had hoped the cabinet decision meant it was going to happen. We would love to be able to make sure every bus runs on time but we can't get through the traffic unless we have priority.” Gary Nolan said: “Reliability and punctuality is essential to our customers. Longer operating hours for bus lanes will help us achieve that.”

CT Plus short of buses

During early-October, a shortage of drivers saw one Saturday's operation of the park-and-ride service between Hull City Centre and the KC Stadium operate with just 4 buses, and saw complaints made by over 2,000 football fans who queued for up to an hour in order to catch buses back to the city centre after the match. When operated by EYMS, a peak vehicle requirement of 12 vehicles was provided. Local councillors have asked CT Plus to “get its house in order” after the influx of complaints (which incidentally provided the Hull Daily Mail with plenty of column inches for a few weeks!). Some councillors and residents are angry that CT Plus was awarded the contract to provide the park-and-ride service to/from the KC Stadium for £230,000, while EYMS required only £199,000.

The Hull City FC home games are catered for using Stagecoach in Hull vehicles, hired in by CT Plus and it is a shortfall of these vehicles and CT Plus's inability to source from elsewhere that is understood to have been the cause of October's embarrassment. CT Plus said: “We apologise for the difficulties some passengers may have experienced last Saturday. The service, which has operated reliably since we took over the contract earlier this year, was affected by an unusual and unfortunate vehicle shortage. Normally, there are between six and ten buses made available for Hull City games. We are investigating the matter with our service delivery partner, Stagecoach, with a view to ensuring that this situation does not occur in future.” Matters were made worse with the closure of the Walton Street park-and-ride and road works along the route length.

Skegness bus station improvements

The lack of toilets, left-luggage provision and shelters does not present a good image for the town, is how Skegness councillors see their town centre bus station. During late-September, East Lindsey District Council agreed to look at ways in which these shortfalls could be addressed. Tesco is understood to be in negotiations with ELDC over acquiring land adjacent to the store and currently used as a coach park, which is another concern of the town's councillors.

The adjoining coach drop-off point is seen as being located where tourists do not want to be dropped off and so is not being utilised fully with many parties requesting to be dropped off outside the Embassy Centre on the seafront, with coaches parking in that vicinity all day rather than head back to Richmond Drive. Consequently, the coach park here is being under used and has led to the situation where shelters and left luggage are not offered as they are not needed. Ensuring coach drivers know they can only drop-off at the bus station/coach drop-off point is seen as the best way to increase the station's patronage and warrant the investment needed to bring the site up to scratch.

Lincolnshire Bus Service News

From 3 September, Stuart's Coaches withdrew their 111A/111B Stamford shopper services on Fridays and replaced them with a new Service 111 from Melton Mowbray to Stamford operating on Fridays only. 20 September saw Stagecoach in Lincolnshire amend some journeys on InterConnect 1 (Lincoln-Grantham) to improve reliability.

25 October saw Sleafordian Coaches introduce an additional 0855 Billingborough-Sleaford journey, operating on Tuesdays to Thursdays on non-school days only.

1 November saw a new schoolday Service 584 commence operation, run by Stagecoach in Lincolnshire, between Scothern-Horncastle, replacing the service previously operated by PC Coaches. From the same date, PC Coaches revised the route and times of their schoolday service between Hemswell-Lincoln. Red Bus amended their Skegness-Butlins timetable from 6 November, to reflect the low season. 14 November saw Veolia make minor alterations to timings on schooldays Service 83 (Gainsborough-Worksop). The Sleaford IntoTown services operated on 28 November, in connection with Sleaford's Christmas market.

3 January 2011 will see the 105-7 group of services operated by Stagecoach in Lincolnshire (Lincoln-Gainsborough) re-registered to all operate Lincoln-Saxilby and Saxilby-Gainsborough to overcome EC Drivers' Hours Regulations. This will be reflected in their timetables. From the same date, Grayscroft will withdraw their Mablethorpe-Withern schoolday service. From 4 January 2011 the operating area of the Stamford CallConnect, operated by TransLinc, will be revised.

East Yorkshire

Repaints

9/10 612 613 615 678

10/10 292 607 636 678 708

11/10 252 700

New vehicles

10/10 777 (YX60 DWK)	Volvo B9TL/Wrightbus Eclipse Gemini	H45/29F
" 778 (YX60 DWL)	ADL Trident 2/Enviro400	H47/33F

Updated information

Chassis & body details for the latest acquisitions as detailed in the last edition:

	Chassis	Body
8/10 612 (N744 ANE)	SLVYNF217RC025587	5125
" 613 (N745 ANE)	SLVYNF219RC025588	5126
" 614 (N746 ANE)	YV3YNF217RC026224	5127
" 615 (N47 ANE)	YV3YNF217TC026399	5224
" 616 (N748 ANE)	YV3YNF210TC026406	5227

Re-registered vehicle

8/10 34 (794 EYD), a Leyland Tiger/Plaxton - to G434 MWU

Sold vehicles

3/10 463 (W463 UAG)	to Coachmasters, Norton
" 475 (W475 UAG)	to " "
8/10 34 (G434 MWU)	to ???
9/10 228 (M603 TTV)	to Poppleton, Pontefract
" 472 (W472 UAG)	to ???
10/10 554 (H154 BKH)	to ???
" 560 (H160 BKH)	to ???
" 572 (K572 RRH)	to ???
" 579 (K579 RRH)	to ???

DEPOT CODES

HU - Hull
 SC - Scarborough
 WI - Withernsea
 HO - Hornsby
 BR - Bridlington
 D/L - De-licensed

Loaned vehicles

10/10 118 (YS10 XBO) Scania Omnilink
 “ 119 (SN59 AWW) ADL Trident 400H/Enviro400 (hybrid) H37/27D

Vehicles were only allocated their EYMS fleet number on paper and both had returned by 5/11/10. 118 arrived on 19/10/10 and 119 arrived on 25/10/10 - the latter having previously been inspected by the company during April (**LEYTR** Sep/Oct p122).

Transfers

10/10 228 HU to sold	10/10 778 new to HU	11/10 687 SC to HU
“ 554 D/L to sold	11/10 419 WI to D/L	“ 688 SC to HU
“ 560 D/L to sold	“ 546 HU to D/L	“ 838 SC to D/L
“ 572 D/L to sold	“ 565 SC to D/L	“ 892 SC to D/L
“ 579 D/L to sold	“ 578 HU to D/L	“ 894 SC to D/L
“ 681 SC to HO	“ 587 HU to SC	“ 895 SC to D/L
“ 691 BR to HU	“ 684 BR to HU	“ 896 SC to D/L
“ 777 new to HU	“ 686 BR to HU	“ 897 SC to D/L

Correction

We wrongly stated the company's bank in the last edition. Since the company's buy-out from NBC in 1987, EYMS has banked with NatWest, who was also the bank that took the promotional shots of Peter Shipp stood on top of one of his double-deckers they helped finance.

Stagecoach East Midlands

Withdrawn

10/10 20491 (M601 VHE) - from Deacon Road (Reserve)

Disposals

9/10 16474 (K104 JWJ) - to Wigley, Carlton
 " 16710 (N710 LTN) - to Wigley, Carlton
 " 16827 (M227 SVN) - to Wigley, Carlton
 " 20493 (M603 VHE) - to Wigley, Carlton
 " 15958/743 (POG 495Y) - to PVS, Barnsley
 " 15972/792 (POG 542Y) - to PVS, Barnsley
 " 15991/797 (ROX 627Y) - to PVS, Barnsley
 " 15994/741 (POG 471Y) - to PVS, Barnsley
 " 52146 (K576 DFS) - to PVS, Barnsley
 11/10 16472 (K102 JWJ) - to Ensign, Purfleet
 " 16473 (K103 JWJ) - to Ensign, Purfleet
 " 16476 (K106 JWJ) - to Ensign, Purfleet
 " 16478 (L108 LHL) - to Ensign, Purfleet
 " 16819 (M819 KRH) - to Ensign, Purfleet
 " 16823 (M223 SVN) - to Ensign, Purfleet
 " 16825 (M225 SVN) - to Ensign, Purfleet
 " 16826 (M226 SVN) - to Ensign, Purfleet

Open Top Conversions

8/10 17678 (PSU 443)

Transfers

9/10	16437 HU to DR(RE)	10/10	15977/744 SK to SK(RE)	10/10	17676 SK to SK(RE)
"	16461 WO(RE) to HU	"	16436 HU to DR(RE)	"	17678 SK to SK(RE)
"	26121/851 SK(RE) to LI	"	16481 DR(RE) to HU	"	26123/853 SK to SK(RE)
"	26122/852 SK(RE) to LI	"	16482 DR(RE) to HU		
"	33212/512 DR(RE) to LI	"	16499 LI(RE) to GA(RE)		
"	33213/513 DR(RE) to MA	"	16735 LI(RE) to HU(RE)		
"	34465 RE to LI	"	16817 DR(RE) to LI		
"	47273/113 LI to DR(RE)	"	16867 HU to DR(RE)		
"	47397/118 LI to DR(RE)	"	17673 SK to SK(RE)		
"	47398/119 LI to DR(RE)	"	17674 SK to SK(RE)		
"	47399/120 LI to DR(RE)	"	17675 SK to SK(RE)		

Re-registered Vehicles

7/10	17678 (V738 EWE)	to PSU 443
9/10	15952/788 (WOI 3002)	to POG 488Y
"	17677 (T377 FUG)	to WOI 3002

Fleet Number Changes

10/10	19131 to 19317) Both are Worksop-based vehicles
"	19132 to 19318)

Repaints (all into Stagecoach livery unless otherwise stated)

8/10	26123/853 26124/854 33831 33834 34182 34183 34461 34463
9/10	17720 20498 21213/833 26122/852 33222/522 33823 33833 33836 34460
10/10	16941/923* 17062 18317# 21216/836 26125/855 33107 33487 33853

17710 has a new, dark-blue rear-end advert for the Grimsby Institute, replacing the existing blue rear-end advert for the same company. **18391/2** have had their rear-end adverts for the Grimsby Institute revised: 18391's is now red and 18392's is purple

* - into InterConnect livery (the first Wriothbus Eclipse Gemini to be done).

- lost its 'LoZone 45' branding.

General

The last operational MCW Metrobus with the company (open-top **15977**) operated Service 3 (Skegness-Anchor Lane) on 31 October 2010. This was the last day such a vehicle would operate with the company, with recently-converted Dennis Tridents replacing these ex-West Midlands stalwarts.

The winter timetable for the Skegness area commenced on 1 November. As in previous years Service 3 (Skegness-Anchor Lane) was suspended; Service 1 (Skegness-Chapel St. Leonards) operates every 20 mins on weekdays/30 mins on Sundays, Service 1A is extended beyond Ingoldmells Church via Anchor Lane. This year the winter timetable runs up to 15 April 2011, two weeks longer than before (26 March 2010).

Other bus & coach operators

Barnard, Kirton Lindsey

5/10 - acquired is YJ08 EEZ, a Temsa Safari HD C51F, from Bell, Hull; it was new in 7/08. It replaced C58 USS (XXI 8950, C643 LKU), a Ford R1115/Plaxton C53F, which was sold for scrap.

Also sold is **YJ07 JFY**, a VDL SB4000/Van Hool C49Ft, and after a period of under a month, the above Temsa Safari returned; in both cases to their leasing company, Arriva, Gomersal.

Beeline, Billingham

11/09 - acquired is **L37 ULA**, a Mercedes-Benz 709D/Mellor B23Fl, from Birkett, Sabden; it was new LB of Islington as their 481 in 1/94.

7/10 - acquired is **G964 KJX** (*YBJ 577, G964 KJX*), a DAF SB3000/Van Hool C53F, from Jones, Ystrad Meurig; it was new to London Buses as their DV64 in 4/90.

8/10 - sold is **B694 BPU** (*A4 HWD, B694 BPU*), a Leyland Olympian/ECW via Internet auction site eBay. Sold in the same manner during 1/10 was **L37 ULA**. We understand this vehicle never entered service for the company.

Bell, Hull

4/10 - re-registered is **T16 JBC**, a Mercedes-Benz 412D/Onyx, to **T821 UCH**. During the same month it was sold to Pulfrey, Foston.

7/10 - acquired is **L141 VRH**, a Dennis Dart/Plaxton B34F, from Stagecoach United Counties as their 32414; it was new to London Buses as their DRL141 in 11/93. Also acquired during the same month is **P729 SWC** (*97-D-351*), a Volvo Olympian/Alexander Belfast H47/29F, from Dublin Bus, Eire, to whom it was new in 7/97.

Bland "Mark Bland Travel", Ryhall

7/10 - sold is **D549 KMG** (*UMO 58, D549 KMG*).

8/10 - sold for scrap are two vehicles, both destroyed by fire: **B150 TRN**, a Leyland Olympian/ECW and **E304 UUB**, a Volvo B10M/Plaxton.

Brylaine, Boston

7/10 - acquired is **T689 KPU**, a Dennis Trident/Alexander ALX400 H51/30F, from East London Bus Group as their 17089; it was new to Stagecoach London in 4/99 as their TA89.

8/10 - two further ex London Dennis Tridents/Alexander ALX400 H51/30F acquisitions are: **T680/6 KPU**; both were acquired from ELBG as their 17080/6 and were new to Stagecoach London as their TA80/6 in 4/99.

8/10 - sold for scrap is **K412 FHJ**, a Dennis Dart/Plaxton B40F.

Burlinson "2 Way", Scunthorpe

7/10 - acquired are the following: **E102 JFV**, **F109/11 XCW**, Volvo B10M-50 Citybuses/Alexander RV H47/37F (*E102 JFV is H47/35F*), from Stagecoach in Lincolnshire as their 15222/9/31; they were new to Burnley & Pendle as their 102/9/11 respectively between 1/88-3/89.

8/10 - acquired is **JJZ 4375** (*G364 NHH*), a Leyland LBM6T/Reeve-Burgess C37F, from McQuillin & Blair, Carlisle; it was new to Irving, Dalston in 10/89.

Busking, North Frodingham

7/10 - re-registered is **T501 TOL**, a Volvo B6LE/Wright, to **P400 BUS**.

Coach, Langtoft

4/10 - the company changed their operating address to: 113 Spalding Road, Deeping St. James, Peterborough, PE6 8SD.

Cooke "Abacus", Swayfield

7/10 - sold is **15** (*J33 MCL*), a Mercedes-Benz O303/Plaxton C49Ft, to RFC Recruitment Solutions, Southampton.

Dorey, Old Bolingbroke

4/10 - acquired is **J243 MFP**, a Dennis Javelin/Plaxton C53F, from Ryan, Langridge; it was new to Smith, Liss in 3/92.

East Riding Council, Beverley

4/10 - acquired is **Y118 CDS** (*B10 FWS, Y118 CDS, LSK 876*), a Volvo B10M-62/Jonckheere C53F, from Paragon, Spath; it was new to Park's of Hamilton in 3/01. During 6/10 the coach was re-registered **MHZ 6761**.

Emmerson, Immingham

4/10 - sold is **173 LYB** (*X119 VBK, WCR 833*), a MAN 18.350/Neoplan C49Ft, to TJ's Coach Hire, Hibaldstow.

Fowler, "Fowler's Travel", Holbeach Drove

7/10 - re-registered is **836 FOW**, a Volvo Olympian/Alexander RH, to **L963 MSC**. Also re-registered is **FJ53 KZK**, a Volvo B12M/Berkhof, to **836 FOW**.

8/10 - acquired is **K892 CSF**, a Leyland Olympian/Alexander RH H51/33F, from Thamesdown as their 313; it was new to Lothian, Edinburgh as their 892 in 1/93.

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St Marks Remembered

2010 marks the 25th anniversary of the closure of Lincolnshire's oldest station, Lincoln St Marks. Our feature illustrates the station and environs when it was still in operation.

Page 157 (top): Eastern Region Blue signs point the way to the two Lincoln stations. Inset illustrates one of the lights displaying the station name.

Page 157 (bottom): A reminder that there were once two level crossings on High Street. On a very wet day c.1977, a Class 114 DMU (E56036) crosses High Street to enter St Marks before proceeding to Newark Northgate.

Page 158 (top): On a sunny Monday 13 April 1981, a Class 47 calls at St Marks with the 1A21 1313 Cleethorpes to London King's Cross service. At this time Cleethorpes enjoyed 4 through trains to London on Mondays to Fridays, 3 on Saturdays and 2 on Sundays, all operating via St Marks and joining the ECML at Newark Northgate.

Page 158 (bottom): In this c.1984 view taken from Pelham Bridge, an HST set works its way towards St Marks on a Cleethorpes to King's Cross through train.

Page 159 (top): It should also be remembered that a substantial amount of freight passed through St Marks. In this c. 1978 view we see a Class 47 hauling empty Total tanks destined for Immingham passing the diamond crossing and Pelham box from the St Marks line. The lines in the left foreground lead to Central station. In the background can be seen the Lincoln Diesel Depot, now home to Stagecoach as a bus depot!

Page 159 (bottom): Another 1985 photograph shows 31432 passes the Station box as it approaches St Marks on a service from Newark Northgate to Cleethorpes. The locomotive-hauled services with a short formation of Mk1 carriages utilising Immingham shed 31's would continue until 1986. 31432 remained in service until June 1996.

Page 160 (top): Another illustration from 1985 of a Class 120, this time looking west; semaphore signals and the signal box in the background add to the nostalgia.

Page 160 (bottom): Looking east, we are given a good illustration of how run down St Marks appeared in its later years. This 1985 view illustrates a 3-car Class 120 'Swindon' set, once a familiar sight at St Marks, stabled in one of the middle roads. These fine units were also starting to look shabby as they were getting towards the end of their working lives during this era. Some sets had their middle carriage replaced by that of a Class 101 Metro Cammell formation as is illustrated here. Note the mail sack simply laid on the platform—something which would be frowned upon for many reasons today!

...Continues from Page 156

Holloway, Scunthorpe

8/10 - acquired is **M596 OSO**, a Volvo B10M-55/Alexander PS DP48F, from Stagecoach in Fife as their 20196; it was new to Stagecoach Bluebird as their 596 in 9/94.

Holt, Swinefleet

6/10 - re-registered is **CSU 935 (L541 EHD)**, a DAF SB220/Ikarus, to **L541 EHD**.

Hornsby, Ashby

8/10 - sold is **B67 (W898 RFA)**, a Dennis Javelin/Plaxton C57F, to Whites, Callum.

Janney "TJ's Coaches", Hibaldstow

8/10 - acquired on paper only is the entire vehicle allocation from the company's TJ's Coaches O Licence. See TJ's entry on p162.

Grayscroft, Mablethorpe

7/10 - re-registered is **TJI 1679 (L942 NWW)**, a Volvo B10M-60/Jonckheere, to **L942 NWW**.

KJB, South Hykeham

12/09 - sold for scrap is **POG 583Y**, a MCW Metrobus DR102.

4/10 - acquired as a long-term loan from Yorkshire Bus & Coach is **KC02 EEY**, a Volvo B12M/Berkhof C50Ft, from Cantabrica, Watford, to whom it was new in 6/02. The following month the vehicle was re-registered **MHZ 1556**.

5/10 - re-registered is **T299 ROF**, a Mercedes-Benz O404/Hispano Carocerra, to **HIG 9454**.

9/10 - acquired is **M721 OMJ**, a Volvo B6-50/Northern Counties B40F, from Arriva The Shires; it was new to Luton & District as their VN321 in 9/94.

11/10 - the company's O Licence for 4 vehicles will be revoked. See *Bus & Coach News* section.

Lawton, Stickney

4/10 - sold for scrap is **C648 LFT**, a Leyland Olympian/Alexander.

7/10 - acquired is a pair of Scania N113DRBs with East Lancs CH43/31F bodies, registered **N386/90 OTY**, from Arriva Northumbria as their 7386/90; they were new to Northumbria as 386/90 respectively in 1/96.

Lord, Bilton

8/10 - acquired is **G648 EKA**, a Volvo B10M-50 Citybus/East Lancs H49/51F, from Collier, Earith; it was new to North Western as their 648 in 2/90.

Mills, Goole

8/10 - acquired is **SWW 125R (410 KGG, SWW 125R, CSU 935, SWW 125R)**, a Leyland Leopard/Plaxton C45F, from Crawfoot, Kirkintilloch; it was new to Wallace Arnold in 5/77.

PC Coaches, Lincoln

7/10 - acquired with the contract to operate Lincoln's Walk & Ride service from this date are the two vehicles used to operate the service, ex TransLinc: **BU06 CVD/E**, Mercedes-Benz 411CDIs/Kock B16F.

8/10 - the company's vehicle allocation has increased from 60 to 70.

8/10 - acquired is **P872 VFG**, a Scania N113DRB/East Lancs H47/31F, from Brighton & Hove as their 772, to whom it was new in 4/97. Also acquired are **Y642 NWP (Y3 HCR)** and **Y643 NWP (Y2 HCR)**, both Scania K124IB4s/Irizar C49Ft, from Tanners Croft, Redditch, to whom they were

new in 4/01. Sold for scrap during the same month are **E220 FLD**, a Scania N112/East Lancs and **K413 MSL**, a Scania N113/Van Hool.

9/10 - acquired is **KX08 HMF**, an Alexander Dennis Dart/Enviro200 B29F, from East Kent as their E08; it was new to Prentice Westwood, West Calder in 4/08. It was joined by **KX58 GTF**, another ADL Dart/Enviro200, also from East Kent (their E58); it was new to Galleon, Harlow in 10/08. It subsequently passed to Guideissue, Knypersley after being on loan to cover for a vehicle with accident damage.

Pulfrey, Foston

4/10 - acquired is **T821 UCH** (*T16 JBC, T821 UCH, L1 WET, WET 1K, T878 SSF*), a Mercedes-Benz 412D/Onyx M16, from Bell, Hull; it was new in 5/99.

Simpson “Skegness Travel”, Skegness

1/09 - acquired is **M59 EBX** (*455 FLU, 160 EBK, M7 SLC*), a Scania K113CRB/Van Hool C53F, from Bendry, Ilford; it was new to Lodge, High Easter in 4/95.

8/10 - acquired is **N986 TWK**, a Volvo B10B/Wright B51F, from National Express West Midlands as their 1328; it was new to West Midlands Travel in 8/95. Sold during the same month is **W733 WBK**, a Mercedes-Benz O814D/Robin Hood C25F.

Sleaford Taxi “Sleafordian”, Sleaford

8/10 - acquired is **H801 BKK**, a Leyland Olympian/Northern Counties H51/34F, from Stagecoach East Kent as their 14801; it was new to East Kent as their 7801 in 8/90. Also acquired are **K884/9 CSF**, a pair of Leyland Olympians/Alexander RH H51/33F, from Thamesdown; they were new to Lothian, Edinburgh as their 884/9 in 1/93.

TJ’s Coach Hire, Hibaldstow

4/10 - acquired is **173 LYB** (*X119 VBK, WCR 833*), a MAN 18.350/Neoplan C49Ft, from Emmerson, Immingham; it was new to Coliseum, West End in 2/01.

8/10 - all vehicles allocated to the O Licence in the above name were transferred to one under the Janney, Hibaldstow name, viz: **RIW 2830** (*5505 ML, DJF 389Y*), a Van Hool T815; **A6 LYL** (*UIL 4709, A6 LYL, LSK 435, PJI 8323, A54 JLW*), a Scania K112CRS/Jonckheere; **A13 BST** (*D424 SKY*), a Scania K112CRB/Van Hool; **C470 OFW** (*149 WX, C470 OFW*), a DAF SB2300/Plaxton; **H301 HLB** (*SEL 133, H301 HLB*), a Volvo B10M-60/Plaxton; **L313 HFU**, a Mercedes-Benz 410D; **L254 YNV** (*A20 CLC*), a Mercedes-Benz 711D/Plaxton; **M85 FMR** (*E3 ELL, M85 FMR*), a Dennis Javelin/Plaxton; **M900 TJC** (*M714 HBC*), a Dennis Javelin/Marcopolo; **N4 RDC**, a Dennis Javelin/Berkhof; **N860 XMO**, a Dennis Javelin/Berkhof; **P644 MSC**, a Mercedes-Benz 709D/Mellor; **P238 RUM**, a DAF SB3000/Plaxton.

TransLinc, Lincoln

7/10 - the company lost the Lincoln Walk & Ride contract to PC Coaches from this date and the two vehicles that operate the service passed to PC Coaches with the contract: **BU06 CVD/E**, Mercedes-Benz 411CDIs/Kock B16F.

Tudor, Great Casteron

8/09 - sold is **WAZ 8277** (*F314 RHK*), a Scania N113/Alexander H80F, to Head “Decker Bus”, Whittlesey.

AC Williams, Ancaster

8/10 - re-registered is **TIL 6722**, a Volvo B10M-61/Berkhof, to **A573 RVW**.

PS Lincoln Castle

Paddle-steamer scrapped

Despite positive news in the last **LEYTR** about the paddle steamer Lincoln Castle being saved, the vessel was sadly dismantled on site and taken away by dumper trucks. The owner of the paddle steamer was unable to secure the right price for it and so chose to sell to a steel merchant. However, the Lincoln Castle Preservation Society has set its sights on building a new vessel, which would be named PS Lincoln Castle, and would steam up and down the Humber offering tourist rides. The new paddle steamer would take seven years to build and cost an estimated £3½ million.

Farewell to St. Marks

To commemorate the 25th anniversary of the closure of Lincolnshire's oldest train station, **PETER WOMBWELL** details his account of the station's final day and makes a recent visit to see what's left.

"May we suggest you buy a platform ticket (5p) before you leave and secure a little piece of history?" so advised a hand-written chalk notice on the platform aptly titled "Farewell to St. Marks". This was just over a quarter of a century ago, 11 May 1985. It was on this day that I faced a dilemma. In the morning was a special charter train from Boston as their football team was playing at Wembley Stadium. In the afternoon, as the then Secretary of the South East Lincolnshire Travellers' Association, I had to attend a committee meeting at Sleaford. Happily, by some slick scheduling, I managed to photograph the train at Boston, attend the meeting and spend a couple of hours at St. Marks to photograph some of the very last trains to use the station. I would have liked to have seen the very last one of all (which arrived from Derby at 2253) but as this would have required an overnight stay in Lincoln (my last bus back to Skegness was at 1800hrs), I abandoned that part of the plan.

So, on that overcast day in 1985, I wandered about the St. Marks station, watching and photographing trains arriving and departing; the Class 120 'Swindons' that frequently appeared on the route; the Class 105 'Cravens' with their unique riding characteristics; and a number of Immingham-based Class 31s hauling short formations of Mk1 carriages, diagrammed to work several services between Cleethorpes and Newark North Gate. I purchased several platform tickets, a single ticket to Hykeham and another to Market Rasen - the latter with the date and stamped from "Lincoln St. Marks" - the cost then being just 65p. All are in my collection to this day. Sadly, time did not permit for me to actually do either journey.

Historically, St. Marks is particularly significant. The era of the so-called 'Railway Mania' was not to exclude Lincolnshire; indeed, as early as 1837 the Hull, Lincoln and Nottingham Railway proposed a route which, according to their prospectus, "will complete the entire railway communication across England from the German Ocean to the Bristol and English Channels", and would run from Nottingham thence Newark, Lincoln (described in the same document as "a port daily increasing of importance") to Brigg and New Holland. It was, however, not until the opening of the Midland Railway's Nottingham-Newark-Lincoln line on 3 August 1846, that Lincolnshire joined the ever-expanding network of railways in the UK.

Prompted by George Hudson to beat other rival schemes, the route was constructed in a mere ten months. Indeed, such was the haste of construction that the then terminus at St. Marks

was still under construction by J. Burton at a cost of £21,700 and completed towards the end of the same year. The 1848 edition of the Lincoln City Guide describes the station as “one of the most complete and extensive character, its double roof spanning a very large space, separated in the centre by a row of iron pillars, and for the most part the roof is composed of strong, unpolished glass so that excellent light is obtained. By night, the interior is splendidly lit up by gas. There are four rows of rails within the station and two platforms, the trains starting from the north side where the booking office and a superior suite of rooms are situated, and arriving on the south side. The north front is a very elegant specimen of Grecian architecture [referring to the pillared portico of the station entrance].”

The layout of St. Marks station remained up until its closure, the two “middle roads” being used for carriage and latterly DMU stabling. The only significant change was the removal of the overall roof in 1957, leaving just a canopy covering the Down platform and, in the years up to closure, a simple bus shelter for the Up platform. At the time of the closure, the refreshment and dining room (opened in 1849) had long since ceased trading. Another point of interest is that the name “St. Marks” was not officially used until September 1950, hitherto being known as “Midland Station”.

Originally intended as a terminus, this was to change with the opening of the Manchester, Sheffield and Lincolnshire Railway’s line from Barnetby, which entered the station from the east, with a level crossing at High Street being opened on 18 December 1848. The Midland Railway’s monopoly in the city was to be short-lived, following the opening of the Great Northern Railway’s (GNR) station on 17 October 1848, along with their line from Werrington (Peterborough) via Boston. The arrival of the railway was to be particularly significant; an example being the link between Lincoln and London, historically dating back to the Roman era and Ermine Street, which linked the two localities. In the early Medieval times, such a journey would probably involve travelling by water via Boston, along the River Witham. As early as 1729 a stagecoach (of the horse-drawn rather than present bus variety!) operated twice a week between Lincoln and London. By the mid-1780s, a regular run via Newark and the Great North Road departed Lincoln at 0800hrs every Monday, Wednesday and Friday, arriving in the capital early in the afternoon of the following day. By 1822 it is recorded that a mail coach via Sleaford and Peterborough would do the journey in seventeen-and-a-half hours.

Ironically, the stagecoach itself was to provide Lincoln with its first link with the railway when T. Shaw & Co established a weekdays service from 16 April 1838, departing from the Saracen’s Head in Lincoln at 0800hrs via Sleaford, Folkingham, Bourne, Stamford, Kettering and Northampton to Denbeigh Hall station (on the London & Birmingham Railway). From there, passengers would travel by train and arrive at London Euston at 2100hrs. A further improvement came on 2 June 1845 with the opening of the London & Birmingham Railway’s branch to Northampton and Peterborough, the coach being diverted to meet the train at Wansford (now the preserved Nene Valley Railway), saving an hour off the aforementioned journey time).

The opening of the Nottingham-Newark-Lincoln route would further reduce the journey time. In 1846, even by what would now be considered a circuitous route via Trent and Rugby, it was possible to travel from Lincoln to London Euston in 7:45. With the opening of the GNR station two years later, it would take an additional 10 minutes to reach London (Bishopgate Street) via Boston, Peterborough and Ely. By 1850 a through train departing at 0818hrs would reach London King’s Cross in just 5:42. This was further reduced and by 1878 it was possible to do the journey, with a change at Grantham, in just 3:30.

For many years the preferred route between Lincoln and London would be using the GNR route. The Beeching Report in 1963 recommended closing the Nottingham-St. Marks line and

the concentration of services via Grantham. In the event, this situation reversed and the former GNR Lincoln-Honington Junction line was closed on 1 November 1965. At the same time a new chord, just north of Newark, allowed trains from St. Marks to access the East Coast Main Line, thus reinstating St. Marks' link with the Capital. The closure of the East Lincolnshire Line on 5 October 1970 also gave St. Marks a further boost when through trains from Cleethorpes to London King's Cross were routed this way and at this time the station had three through services on Mondays to Saturdays and two on Sundays. From 1 May 1972 this was further increased to five on Mondays to Fridays, four on Saturdays and two on Sundays - all, on average, taking 2:15 to reach London. In the year St. Marks closed (1985) this had dwindled to just one daily service: "The Humber-Lincs Executive", an HST which took just under two hours.

One of the most unusual through services commenced on 1 July 1961 and ran on summer Saturdays from Cleethorpes (0700) via St. Marks (0827), to Exmouth (1740) via Nottingham, Leicester, Birmingham (New Street), Bath (Green Park), thence via a section of the Somerset & Dorset Line to Axminster and Sidmouth. It also ran the following year, the last train operating on 1 September 1962. In the closure era, as well as the usual services to Newark Northgate, Cleethorpes, Derby (a number of which were extended to/from Crewe), there was one through service on weekdays to/from Birmingham (New Street) and to Chester (on Sundays only).

Freight traffic through the station was also significant. In the year of closure there was a Monday to Friday mail train (1M77) departing St. Marks at 2003 for Derby and the 2110 parcels train to Peterborough. In the same era a number of scheduled freight trains between Immingham and the Midlands passed through, viz: 6 Mondays, 7 Tuesdays, 8 Wednesdays, 7 Thursdays & Fridays, 1 Saturdays.

The station and its environs had an extensive network of sidings towards the east and Pelham Junction was the East Yard and sidings to Messrs Parsons coal depot. The level crossing at High Street was controlled by a small ground-level octagonal signal box. On the north side of the station itself were several goods sidings and a goods shed - these disappeared in the 1950s when the site was occupied by the Lincolnshire Road Car Company's St. Marks bus station. To the immediate south were sidings and a two-road engine shed - all gone by the time St. Marks closed. Heading west was the wooden Station Box and further still the Lincoln West Box of similar construction. There was an extensive network of sidings, many of which served the Ruston Hornsby complex of factories (opened 1854), the company themselves producing a number of locomotives.

Over the years, various plans were made to rationalise the railway network at Lincoln; one being to close both St. Marks and Central and build a new station on the High Level Avoiding Line on High Street. This would have unquestionably had the support of today's motorists, but would have meant the station being some distance from the city centre. In the end it was decided to concentrate the services on Central station. The £1.27 million scheme involved construction of a new chord off the Newark line and using a section of the former Avoiding Line trackbed (which had closed in October 1983), and joining the Gainsborough to Lincoln line at West Holmes Junction. In addition, a short spur for freight and diversions was created allowing trains from the Newark direction to access the Gainsborough line without reversing at Lincoln. To the east there was already a link to the Grimsby line at Pelham Junction. Up until the closure of St. Marks it saw relatively little use and up to 12 May 1985 only one scheduled passenger service (0543 Lincoln Central-Cleethorpes) was diagrammed over the line which is now regularly used by both freight and passenger services.

The years preceding the closure saw the station in decline. The fine portico was crumbling away and supported by scaffolding; the booking hall dark and dismal; and the platforms looking unkempt. I also visited the day after the closure and witnessed the activity. Tampers were

busy sorting the ballast and putting the finishing touches to the new chord to Lincoln Central. At Lincoln West there were men dismantling signals. For some time after, archaeologists were busy unearthing a monastery which previously occupied the site beneath St. Marks station. When they departed the site became overgrown and declined even further until it was taken over and incorporated into the present day St. Marks Shopping Centre.

I recently retraced the route to see what remained. Pelham signalbox was swept away with the resignalling for Lincoln. Beneath Pelham Bridge the land once occupied by the East Yard remains unused for now. The bridge over Sincil Dyke has been removed. Approaching High Street, the track bed is now occupied on the east side by the Lincoln Magistrates' Court and a car park. The octagonal signal box survives and now serves at The Roundhouse Takeaway. The station itself being a Grade One-listed building survives, the fine portico restored and stonework cleaned. The Up platform has fared less well and has been completely obliterated by new developments: an extension to the main building now occupied by Argos, JJB Sports and other retailers.

Nothing remains of the route west of St. Marks - the trackbed occupied by retail development and car parks. Even Rope Walk is severed and now leads to the student accommodation for the University of Lincoln. I spent some time trying to find Lincoln West, but this location is now occupied by industry. Aborting my search I did find one railway bridge still extant at the back of the car park for Morrisons supermarket which I believe once carried sidings to either Ruston & Hornsby or the timber yard.

Visitors to St. Marks today could be forgiven for not realising that it was once a station. A new building resembling a signal box now houses the Estate Manager's office for the St. Marks complex and an Eastern Region blue enamel sign outside proudly states "Lincoln St. Marks". Internally, the building is well preserved and at the entrance to Argos are several photographs of the station; of particular interest are some in 1957 of the roof being dismantled.

A Jaunt on the Joint Line

Member JOHN NICHOLSON takes a trip along the Joint Line.

For the first time in very many years, I took a journey on part of the Great Northern/Great Eastern Joint Line - specifically Ruskington to Spalding and back. I have travelled along this section of route before, but frankly cannot remember when and I certainly have never alighted or boarded a train at either Ruskington or Spalding stations before.

Spalding to Sleaford is of course one of those oddities of the British railway system in that it has an odd sort of service. Okay, it has a hourly (more or less) service, six days per week, but that is built around limited opening hours - about 0800 to 1800. In Lincolnshire this is not historically unique; Boston-Skegness was the same for some years, and for the same reason - a marginal route with costly staffing operating lots of level crossings. Modernisation of crossings overcame that and that route is now operated over a more conventional two-shift day.

Ruskington did not have a train service for quite some years - its station closed in 1961, was bulldozed into the ground, then rebuilt and reopened in the 1970s. It is now a neat, wooden-platformed station with modern, clean waiting shelters. The platforms seem in quite sound condition, a point I make because this style of construction is now prohibited as "not being up to modern standards", yet Ruskington would not have a station, I suggest, if the current costly

construction method was mandatory back in the 1970s! So the 90,000 or so passengers who use it each year would not have access to a train service.

On a nondescript Tuesday morning there were a dozen or so people awaiting trains on the station in the run up to 1033, when there is a Lincoln service and 1037 when there is a Peterborough service, roundly half going each way. A Class 153 was the northbound train and a Class 156 bound for Peterborough, each dropped off passengers as well as took up. Going south, it is elderly-jointed track on both sides. The speed limit is generally 55 mph - the 1978 Sectional Appendix shows the general limit to be 60mph, so why someone at some time should have made a decision to cut the limit from 60 to 55 is something that eludes me!

The first staffed point you come across is Sleaford North signalbox, both a level crossing and a junction. All regular trains are turned out here onto the single track route to Sleaford West in order to serve Sleaford Station, hence the signalbox has to be opened anyway. Oddly, part of this route has a 60 limit on it even though after a short distance, the limit reduces to 40 in order to take the almost 180-degree curve round to West Box, where the route from Grantham is joined. I am way out of touch with the scene in this part of the world, but I gained the impression that work is in hand which could well lead to abolition of all but one of Sleaford's signalboxes.

Most of the passengers alighted here in Sleaford and very few joined us. It was in an almost empty train that we continued. Immediately at the platform end, a level crossing is negotiated then the junction from which for a short distance what is now the single line to Swineshead - the Skegness Branch - and the single track spur back to the Joint Line run parallel. The latter then turns south and climbs to Sleaford South signalbox, where the Joint Line is regained. It was also here where there was a spur to Bourne via Billingborough. The direct route between North and South boxes is still operational, though the northbound direction is currently closed. Southbound is open, though just what there is to use it I really do not know; something had traversed it fairly recently because the rail top rust had been disturbed!

Immediately after this location there is a private occupation crossing where there is a southbound 10mph limit, though no similar limit northbound. I suspect this has arisen through road user abuse in leaving the gates open and less visibility for train drivers than there is going north. After that, we accelerate to 55mph on straight track through the Fens where, except in fog, you can see for miles. I was expecting poor track and lots of manned crossings, but I actually found a smooth, if sedate, unfettered run along quite old rails with a fair bit of modern spec steel-sleepered type. After a reasonable run we ground to a halt at a level crossing at Helpringham, where we remained stationary for a minute or two. Beyond here the next crossing is an AHB installation and men were poking about inside location cabinets in its vicinity, so presumably we were brought to a stand so the signaller could caution the driver through the area. It was certainly nothing to do with traffic congestion. Away from this crossing we were away again at 55mph.

Any impression you may have that this section of the Joint Line operates with no manned level crossings is shattered at the half-way point for the journey I'm making. At 9 miles the first in a long succession of signalboxes are noticed, with a greater density than one per mile. There appears to be a rather odd situation at Gosberton (where there is a signalbox); it has the simple block provision of Distant, Home and Starter in each direction and an emergency crossover; there is also the inevitable level crossing, but that must be all of 200m from the 'box, so has its own crossing keeper in his little hutch, with ground frame to operate the home signals which are slotted with those associated with the signalbox!

It is evident that a large amount of track renewal has taken place in recent times with the normal steel sleeper and cwr components; but out in 'the sticks' there is a quite new section where concrete sleepers have been used: on the approach to Spalding in the vicinity of Mill Green signalbox (a block post with its own crossing but there are two others within its signalling area, each with its own keeper!), on the curve where the Joint Line approached the junction with the East Lincs Line, a significant length of the northbound line has very recently been renewed also with concrete sleepers. Indeed, this job must have been done within the few days before my journey because the old track panels were piled on the lineside and the rail top was still shiny! The use of concrete sleepers on renewals on anything other than a heavily-used route is currently rare.

Thence into Spalding, where 2 or 3 got off and quite a number boarded.

During my visit there I walked across the very long footbridge to the south of the station, recalling the tracks which used to pass beneath it. Going from west to east, these would be the Midland & Great Northern (M&GN) spur leading towards Bourne; the Great Northern route to Peterborough (the route still there, of course); the Joint Line to March (how the rail industry now regrets is closure and rapid substantial destruction in the 1980s) and finally in this long walk of reminiscences, the M&GN spur towards Sutton Bridge (the M&GN main line passed over the whole area some way to the south on an embankment and bridge).

The other remaining signalbox in Spalding (given that Mill Green is in Spalding) is Spalding No 1 - a large structure but I do not know if it holds a lever frame or a panel. It controls an adjacent level crossing and Spalding station area. The latter consists of a facing crossover to enable trains approaching from Peterborough to access either platform, a trailing crossover beyond the station to enable trains departing towards Sleaford to call at the southbound platform (or a loco to run round a train in the station), and access to two sidings.

Wandering to the north of the station, I came across a public footpath along the route of the one-time East Lincs Line. This path is not very long; it ends in a business park, which I suspect is the area once occupied by the now totally disappeared Spalding Sugar Factory. That was still extant when the East Lincs Line closed and continued to be served by rail for a few years.

Back to the station and my train was shown as due to depart from Platform 2, so with one other passenger that is where I went. Time to examine the waiting shelter to find it is double sided - this used to be an island platform when Spalding had a quite sizeable station area. The station staff member then appeared and called out that there was platform change he had just been advised of and the train would leave platform 1! So back over the bridge which is a temporary structure whilst the permanent one undergoes rebuilding. But how can you come up with a need for a platform change at a station where train departures are not all that frequent and which is only an intermediate calling point on a double track route?

All became clear when our man had called out his message - he then armed himself with the wheelchair ramp! This was all, of course, to make things easier for the wheelchair user who could then simply be wheeled straight out through the station building to the road! I really cannot imagine that this *modus operandi* is laid down in procedures from head office of either Network Rail or East Midlands Trains (there is a level crossing between the platforms at the south end of the station), yet in the fragmented railway of the 21st century some procedure exists whereby someone at Peterborough station advises Spalding station and Network Rail (whose signaller has to set the different route through Spalding!) about the wheelchair passenger. This is surely an excellent example of a privatised industry working very well indeed.

And so with 6 other passengers on the Central Trains-liveried '153' I set off back to Ruskington.

It is quite clear that Network Rail is actively upgrading the track along the Joint Line to carry more freight. I was certainly surprised at just how good the track is between Sleaford and Spalding. By comparison, both tracks for much of the distance between Sleaford and Ruskington is elderly, jointed flat bottom type, which is very unsuited to heavy axle load freight trains; I have no idea what the situation is going north from there, but those rumours about future very long delays to road traffic in Lincoln City Centre are not just 'wind ups' to annoy the locals. What a pity Lincoln City Council did not protect the route of the avoiding line.....

BOOK REVIEW

The Delaine - Celebrating 120 years of service, Peter Moore.

80 pages, A4, full-colour. ISBN 978 1905 304 387 £12.00.

Reviewed by Graham Lord

This is no ordinary full-colour, glossy publication of England's second-oldest bus company! Peter Moore's 80-page book, continues the story of one of the country's most immediately recognisable bus operators, from where the last Delaine book (by managing director Anthony Delaine-Smith) left off in 1990. This book, unlike others following in the same vein, is categorised into route numbers. For each route, the plethora of immaculately-turned out vehicles photographed over the past twenty years have been displayed, each with detailed captions. Routes 101 & 102 are detailed first with photos displayed in route length order i.e. Morton (the northerly terminus) being shown first and Peterborough last.

Photos are not the traditional off-side front shots, but display Peter's flair for photography. Peter's interest in photography does not lie solely in buses. "My photography has many different aspects," Peter told us. "Bus photography is just one (landscapes, skies, seascapes, gardens etc) - but it was the main one as I was patiently amassing photos for the book."

The reader is literally taken on a journey with this book - produced, in Peter's words, "to appeal to bus enthusiasts; local residents as a form of knowledge and local history; to have a different slant - not like some stereotyped books - to have quality photos and informative captions; and hopefully for readers to really learn about 'The Delaine' and the area in which it operates." With each route being detailed and photos of all vehicles passing through the fleet appearing at some point, in route length order, readers having never visited Stamford, Bourne and The Deepings can see for themselves the services operated and the scenic delights the buses pass en route.

In more traditional fashion, the book commences with details of the author and a foreword by Delaine Buses' managing director. A 'brief' history of the company business with some never-before-seen photos from the Delaine family's collection then follows, totalling eleven pages, including details of vehicles types featured in the book, and then a present-day route map of services operated - including schoolday and shopper routes. Services operate as far north as Billingborough, east to Pinchbeck & Spalding, south to Peterborough, west to Stamford and on schooldays north-west to Corby Glen.

And there the traditional story-telling ends. The remaining 74 pages of book are simply photos and captions arranged into route order. The captions are detailed and very succinct, telling the story of the company's progress over the past two decades just as well as any traditional

detailed narrative. In between photos, the linear-style route maps the company has produced over the years have been displayed, showing the variations bus services have made over the past 20 years.

Peter's favourite photo in the book is located at the top of page 27: a head-to-head where two Atlanteans pass in opposing directions, just south of Deeping. He told us: "This only happened once in 16 years!! It was very difficult to be in the right place at the right time. I was actually waiting for No. 95 from Peterborough, but by luck No. 99 (from Bourne) arrived spot on time." Peter's favourite locations in which to photograph Delaine buses are Stamford, along St Mary's Street - Town Bridge - St. Martin's Without; Market Deeping, along Church Street with as few parked cars as possible; Deeping St. James at the old stone bridge when buses are on diversion; and at The Cross in Helpston.

We understand that Venture Publications have hailed the book a big success and their relatively new A4-style format has certainly ensured as many photos as possible can be used in 80 pages. Peter told us that he initially favoured 96 or 112 pages with all smaller photos made large, but this was not to be. Instead he had the unenviable task of jettisoning some of his favourite photos from the book. "The one I would have like to have included the most is a portrait shot of Atlantean No. 72 on Service 201 crossing Town Bridge in Stamford on the fourth running day the company arranged on Saturday 24 August 1996."

Taking the company's main services (101/102, Morton-Bourne-The Deepings-Peterborough), the chapter starts with five shots in Morton, with Volvo Olympians 128 (x2) and 117, B7TL 135 and ex Manchester Atlantean 133 illustrated. A shot at Dyke Lane End is illustrated with the first B9TL in the fleet, 141. Below that is Atlantean 101 seen travelling through the Beech Avenue estate in Bourne before shots taken in the town centre - bus station, market place (x2) and then to the south of the town at the new Elsea Park estate, where two ex Manchester Atlanteans are seen passing. Other shots in Bourne include Leyland Tiger 103 negotiating roadworks and Atlantean 95 running along the Bourne Eau.

The next village south is Northorpe where Volvo Olympian 116 is photographed. Leyland Atlantean 126 is seen at Thurlby Crossroads and crossing Kate's Bridge is Volvo B9TL 141 and an ex Green Line Duple-bodied Tiger. A shot of Volvo Olympian 116 is seen through the author's car wingmirror at Baston before a contemporary shot of Volvo B9TL 143 at Langtoft Crossroads. From here, The Deepings are covered in 6 shots: 2 x Volvo Olympians and an Atlantean on the picturesque Church Street; Tiger 115 is seen in the High Street; Volvo B7TL in Deeping St. James on Champion Drive; Atlantean 120 crossing the River Welland in Market Deeping, with Peter's favourite shot (detailed above) following on. Finally, on diversion, seen crossing the ancient single-track stone bridge between Deeping Gate and Deeping St. James is Volvo Olympian 117.

Now out of Lincolnshire and into Cambridgeshire/Greater Peterborough, Volvo B7TL 136 is seen crossing Nine Bridges just south of Northborough and Volvo Olympian 116 is depicted in the next village, Glinton. South of Glinton where the road meets the village by-pass, Volvo B9TL 144 is seen, shot from the high pedestrian footbridge as it joins the dual-carriageway Lincoln Road heading south. As urban Peterborough nears, photos change to reflect this. Atlantean 126 is seen in Walton passing the then Safeway store; Volvo Olympian 127 is seen with daffodils in the foreground as it makes its way along Bourges Boulevard into the city centre; and now preserved Atlantean 72 is seen turning from Westgate into Broadway on the erstwhile Service 101m. The final shots show ex Manchester Atlantean 114 in Peterborough's Queensgate bus station and Volvo B9TL 143 exiting onto the Crescent Bridge roundabout. As a small aside, erstwhile circuitous routes 104 & 308 are also covered in this section; the latter being

operated jointly with Viscount. Three photos taken in Maxey, Etton and Glington illustrate these short-lived routes.

In conclusion, this book is much more than a retrospective of the past 20 years. It genuinely takes you on a journey. With some superb photography of Delaine buses past and present operating throughout their entire network and informative and detailed captions, Peter has raised the bar for anyone considering a publication on another bus/coach company. They would be well advised to view his work and emulate it in their own way.

2011 Membership

The **LEYTR** Committee is pleased to announce that, for the ninth consecutive year, we are able to hold the annual subscription fee at just £8. We believe this makes the **Lincolnshire & East Yorkshire Transport Review** one of the best value transport publications in the country. Since 2003, the **LEYTR** has grown from a 20-page black-and-white publication to a 28-page magazine, of which colour photos now take centre stage with a themed centre spread in each edition. On occasions when excessive news and articles are forthcoming, we will increase the publication to 32 pages - all for the same £8 annual subscription fee.

The **LEYTR** Committee wish you a very merry Christmas and a prosperous New Year.

Please note that from receipt of the January/February 2011 edition, the Editorial address will change. Details will be contained within that issue; until then please use the existing address.

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