



LINCOLNSHIRE AND HUMBERSIDE TRANSPORT REVIEW



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

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Price 10 pence per copy (30 pence including postage etc.)

Annual Subscription (eight issues per calendar year & including postage) as indicated on our current subscription form. All subscriptions, articles, and other communications should be sent to the Secretary at the above address.

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COVER ILLUSTRATIONS

- Top : A typical view taken in the 1960's on the Lincoln to Firsby line. It shows a Lincoln to Coningsby train arriving at Coningsby in May 1966. After many years of threatened closure the line finally closed in October 1970.
- Below : With Hull Paragon Station in the background this view shows a collection of East Yorkshire Motor Services vehicles taken in 1975. The vehicle in the foreground is No. 903 an ex Tynemouth and District Daimler Fleetline with Alexander bodywork. To the left is No. 756 an AEC Bridgemaster with Park Royal front entrance bodywork.

TOWNS AND CITIES

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

Volume XIX

May / June 1981

Number 3.

Annual subscription £2.30
(Six issues per year).

A TALE OF TWO BRIDGES.

By A.C.Cartwright.

Today, the area around Grand Sluice railway bridge in Boston gives nothing to indicate that for 37 years before its construction, an unlovely structure made up of wooden piles and iron girders stood virtually on the same site. This was the first Grand Sluice bridge, completed in the summer of 1848, the year that the railways reached Boston. Mr. Chapman, the subcontractor appointed by Peto and Betts, contractors for the Great Northern Railway, was responsible for the main construction work. He was able to accelerate work on the bridge during Spring 1848 so far that it was tested on Thursday 1 June, when an engine and 25 ballast wagons passed over, 'to the astonishment of a large concourse of spectators'. A quite well-known lithograph was produced to mark the opening of the line at Boston showing the Grand Sluice bridge with arches and a signal-house on the western bank; before the October opening, the bridge was lowered 4 or 5 feet when the arches were removed and girders substituted, and according to the Stamford Mercury of June 16 1848, 'a handsome footbridge is also to be constructed for the whole length'. The East Lincolnshire Railway was opened on Monday October 2, when the first train left Boston for Hull at 8.25 am, 'gliding over the earth just like a thing of life'. On Tuesday 17 October 1848, the Great Northern Railway's Loop Line was opened when the first train, from Peterborough arrived at Boston around eight o'clock.

At first the single line over the bridge caused working problems. During 1850, the junctions of the Loop Line and the East Lincolnshire were taken back from a point at the northern end of Grand Sluice bridge to the later junction nearer Tattershall Road crossing.

The first bridge had little to speak of in the way of architecture, and when the present bridge was under construction in 1884-5, newspapers were keen to highlight its ugliness. On May 3 1884, the Boston Guardian called it 'the present conglomeration of piles', and were even keener to criticize it when the second bridge was tested; the new bridge 'presented an attractive appearance' it declared, 'compared with the hideous conglomeration of piles which obstructed the waterway'. Richard Johnson, the chief engineer of the Great Northern Railway, designed the new bridge, the contract for its construction being awarded to Matthew Pitts of Leeds, while Mr. S. Sherwin J.P. was to deal with the brickwork. On Sunday 27 April 1884, the railway lines were altered so that all the traffic passed over one side of the old bridge. This was not only to ensure the continuance of traffic during the replacement work, but that the new

bridge would have to take up part of the space of the old. Piles were then driven for the new bridge. By May, parts of the ironwork were arriving from Leeds at the railway station to form a kind of great kit. The bridge was sunk on July 15, and a travelling crane on a timber stage was set up to move the larger portions of bridge. Towards the end of July the brickwork was nearly finished.

On December 14 1884 the new bridge was tested. Early that Sunday morning, the metals were altered to carry the line on to the new bridge. A large crowd gathered to watch the testing. First an engine of 66 tons passed safely across, even though it had eight men on the footplate including the editor of the 'Boston Guardian'. Then two engines were run back and forth several times, and the result of the test was that trains began using the bridge immediately. The remaining half of the bridge was opened for traffic on May 20 1885, and a plaque was erected to commemorate this in August, and in the same month, the final links with the former bridge were broken when its piles were lifted.

The Grand Sluice railway bridge has three spans, the central one being a box girder of 60 feet span and the outer two formed of bow string girders 110 feet long on the eastern side and 120 feet long on the western. These are nearly 15 feet high and weigh 45 tons each. Eight cylinders support the bridge, being 50 feet in length, although 25 feet of this is under the river bed.

THE HUMBER BRIDGE.

It now looks highly likely that the Humber Bridge will finally open during June 1981. The Bridge will be officially opened by Her Majesty the Queen during July and consequently we will be devoting most of our July/August issue of 'Lincolnshire and Humberside Transport Review' to "Crossing the Humber" with news and features on the Humber Bridge, the Humber Ferry, and the bus and rail network of the area. A side effect of our new bi-monthly 17 page format is that we are now much more able to cope with major events and hence increase our coverage.

Our September/October L&HTR will also be a special issue when we will be devoting most of that issue to the Centenary of Grimsby-Cleethorpes Transport.

GRIMSBY - CLEETHORPES TRANSPORT CENTENARY EXHIBITION.

Grimsby-Cleethorpes Joint Transport Committee have informed us that they are staging a Centenary Exhibition at the Grimsby Central Library from 3rd to 25th June 1981. This should prove very interesting as it is anticipated that material will be used from the Undertakings own archives as well as items from the staff.

SOCIETIES AT WORK.

GRIMSBY - LOUTH RAILWAY PRESERVATION SOCIETY.

The Grimsby - Louth Railway Preservation Society was set up two years ago with the aim of purchasing or leasing the railway link between Louth and Grimsby. It was felt that as well as providing a useful freight and passenger link, the line should be preserved because of its significant historical background. This was the original Great Northern Railway opened in 1848. The line also contains an excellent example of Great Northern architecture in the form of Louth Station, which is now a listed building.

The railway would be operated by both steam and diesel locomotives, thus catering for both rail enthusiasts and tourists alike in this barren area of railway preservation. The line was officially closed by British Rail on 28th December 1980 and the race is now on to save it. (For further news on the current situation refer to 'County Rail').

Further information about the Society can be obtained from Tony Jones, 23 Clea Road, Cleethorpes, South Humberside.

EAST COAST RUN.

The Humberside Transport Centre invite you to the 13th East Coast Run from Hull to Bridlington on Sunday 14th June 1981. The event will include PSVs, commercials and fire engines.

SANDTOFT TRANSPORT CENTRE.

As yet we have not received details of the Sandtoft Gathering but we understand that it will be held on the 26th July.

THE TRANSPORT HISTORY GROUP.

The Transport History Group conference, held in alternate years, will take place this year at the City of Birmingham Polytechnic on Friday 18th September 1981. The venue will be the Perry Barr campus of the Polytechnic, which is easily accessible by road from the M6 motorway, or by bus from the centre of the city. Perry Barr BR station adjoins the campus. The conference will commence with coffee from 10.30 to 11.00; a buffet lunch will be served; and the proceedings will end at 16.30. The inclusive charge will be £9. For a booking form write to the Conference Organiser John Hibbs, Department of Business & Management Studies, City of Birmingham Polytechnic, Perry Barr, Birmingham, B42 2SU.

LINCOLNSHIRE AND HUMBERSIDE TRANSPORT SOCIETY.

The next issue of Lincolnshire and Humberside Transport Review will be the July/August 1981 issue. Our deadline for the receipt of information for inclusion will be the 11th July and publication is expected on the 1st August. Arrival with you should therefore be within about 10 days of the 1st. If the Humber Bridge opens as announced the July/August issue will include special features covering this event which may cause a delay.

We offer our thanks to all who have helped in any way in the production of this issue of L&HTR. For news items we would especially like to thank :- L.Sims, Grimsby; M.J.Wells, Ellerker; P.S.V.Circle, London; Omnibus Society, London; A.C.Cartwright, Boston; and the various Societies for items for inclusion in 'Societies at Work'.

'Lincolnshire & Humberside Transport Review' is published by the Lincolnshire & Humberside Transport Society at 50 Legsby Avenue, Grimsby, South Humberside, DN32 0NN.

BOOK REVIEW.

NEW BOOKS.

'The Book of Grimsby'.

David Kaye.

Barracuda Books Limited

1981.

136 pages and well illustrated.

£11.95

The story of borough, town and port.

Chapter 'By Land, Sea And Air' includes photographs of the first MS & LR train at Grimsby, Saddle tank Bismarck on the Alexandra Dock in 1879, a local stopping train at Grimsby Docks station at the turn of the century, GCR express locomotive 424 passing Cromwell Avenue in 1913, and the Weelsby Road level crossing in its early days with the keeper and his wife. Tramway views include GGST horse tram 11, GGST electric tramcar No. 39, a depot view, and GI No. 15. Bus views include Provincial motorbus No. 2, Provincial No. 7, and Granville coach BJV686. There are also two views of Humberside Airport; two railway subway views (Weelsby Road under construction in 1933, and Wintringham Road flooded in 1931), a horse-drawn wagonette, SS City of Bradford, a view of Queen Street being resurfaced, and a small rear view of a Garrett trolleybus. 'Mercury' one of the Hoverlink hovercraft is also featured.

As you would expect the docks are well represented and in the entertainment chapter a photograph is included of Great Grimsby Street Tramways 'boat' car no. 40 outside Peoples Park, Grimsby.

This book joins 'The Book of Louth' and of Grantham and future books will include Stamford, Spalding, Gainsborough and Cleethorpes. Shortly to be published is a volume 'The Lincolnshire Seaside'.

NEW TIMETABLES.

Grimsby - Cleethorpes Transport Timetable.

April 1981.

Available free.

Indicates for the first time which services are one man operated and which are crew operated.

For details of changes - see under Grimsby - Cleethorpes Transport in Bus News Review.

British Rail.

Passenger Timetable.

1st June 1981 to 16th May 1982.

Great Britain. Inter-City, local and suburban services, Irish, Channel Islands, Coastal services.

£2.90.

Table 19 (March, Peterborough, Spalding, Lincoln and Doncaster includes extra journeys between Spalding and Peterborough (&vv) giving departures from Spalding at 0708, 0758, 1253, 1807 & 2040. From Peterborough journeys are at 0632, 0734, 1156, 1735 and 2008.

Table 29 is recast and is now Humberside and Lincoln to Retford, Sheffield and Manchester. Services therefore included are :-

Hull-Doncaster-Sheffield-Manchester, Cleethorpes-Doncaster-Sheffield-Manchester, Cleethorpes-Retford-Sheffield, Lincoln-Retford-Sheffield.

Table 29A - a new table is South Humberside and Hull and includes the new hourly service incorporating the bus service via the Bridge. The introduction of this service has been delayed and may start in June.

Table 30 is now Nottingham and Newark to Lincoln, Grimsby and Cleethorpes. To cater for businessmen wishing to get to London for morning meetings, the morning London train from Cleethorpes has been retimed to leave at the earlier time of 0620 (Grimsby 0631) getting into London at 1000. For travellers wishing to travel at about the same time as the old London train a new dmu service now departs Cleethorpes at 0719 giving a London arrival via the connection at 1105.

RIVER SCENE.

SEALINK - HUMBER FERRIES.

The Humber ferry is to close on Sunday 7th June - providing the Humber Bridge is finished. Redundancy notices were issued last November when it was expected that the bridge would open by mid-February. Now it is becoming increasingly difficult to staff the 'Farringford' as staff leave for other jobs. A third of the staff have already left. On Monday 18th May 1981 a reduced ferry service came into operation because of the staffing problems. From Mondays to Fridays the 1855 & 2115 from Hull and the 1930 and 2150 from New Holland are withdrawn. As a replacement service passengers can travel round the Humber in the evening by rail but at the ferry fare.

The 'Farringford' was out of service on the 25th April following her receiving damage to a paddle. Passengers were advised to travel by rail round the Humber with no extra charge.

COUNTY RAIL.

BRITISH RAIL.

The track between Sibsey and Boston has now been singled. At Sibsey the trailing crossover has been employed, and the line slewed from up to down a few yards further on. A number of signal arms have been removed in the area of the singling. Further up the line, Sibsey up distant, a Great Northern somersault arm, has been totally removed and the post placed at the station site. At Boston the track is singled up to the north crossover in the station. Work is now starting on the Boston - Hubberts Bridge section of singling. The signal-not-in-use crosses have been taken off the new signals for the commencement of single track.

Woodhall Junction canopy and up waiting room, both mainly timber-built structures, have been removed.

The original 1871 booking hall/station house at Thorpe Culvert has been demolished.

The Grimsby-Louth Railway Preservation Society failed to raise the necessary £400,000 to buy the rails between Grimsby and Louth by the May 1st deadline given by BR. BR therefore started clip-loosening soon after and on the 21st May workers started ripping up the rail. BR plan on removing the valuable flat-bottomed rail between Louth and New Waltham. The rail between about New Waltham and Grimsby is bull-head and may be left. The Preservation Society still intends to reopen the line relaying it with cheaper rail.

BUS NEWS REVIEW.

NATIONAL BUS COMPANY.

EAST YORKSHIRE MOTOR SERVICES LTD.

Following on from the March/April L&HTR, page 26, changes to the 3, 3A and 123 are as follows:- Service 3, Bus Station, Bridlington-Quay Road-Wheatley Drive-North Landing & Service 3A Bus Station, " - Quay Rd.-Lighthouse. Monday to Saturdays 0705 service 3 to Wheatley Drive withdrawn. Frequency unchanged until 1710. 1740 formerly 3A now becomes new service 3B to Flamborough (Woodcock Road) and further extended to Bempton. Then normal hourly frequency 1810 - 2210. Final journey at 2240 formerly 3A now becomes 3B and serves Woodcock Road, North Landing and Lighthouse and extends to Bempton.

0723 service 3A ex Viking Road now starts at Flamborough (Woodcock Road) at 0713.

Service 123 Bridlington - Sewerby - Bempton - Buckton. Buckton previously without buses following MAP except for 0811 ex Buckton & 1610 ex Bridlington. Now 1015, 1250 ex Bridlington extended to Buckton Monday to Saturday, and return trips start at Buckton at 1033 and 1308.

FLEET NEWS.

881 (RKH881G) received bus livery (ex local coach) 1/81.

Vehicles understood to be due this year are 6 Bristol VRT/ECW, 3 Leyland National 2 11.6m, 1 Leyland PSU3/Duple and of course the two Leyland PSU3/Willowbrook outstanding from last year's orders.

INITIAL DISPOSALS.

799, 804/6/8/10 (GAT799, 804/6/8/10D), 825-9 (MAT825-9F), 902-4 (AFT785-7C), 908/9 (DFT291/2E), 36 (JDB236E) - C.F. Booth Ltd., (dealer), Rotherham 1/81. 783-7 (CKH783-7C), 813-6 (GAT813-6D) - PVS (dealer), Carlton 2/80.

SUBSEQUENT DISPOSALS.

652 (WAT652) The Hull AEC Group, Hull acquired this in 11/79.

790 (CKH790C) Noted in the yard of Continental Pioneer/Brakell, Richmond, 1/81 - last recorded with Livingstone, Staines, as a dining bus.

Further timetable changes came into force on the 15th March. All basically result from a joint York Area Bus Study. Service 5X Hull-Elloughton-Pocklington-York. Slight alterations. 0900 ex York operates via Dunnington and Wilberfoss to Pocklington; then as before. 1400 ex Hull to Pocklington retimed to leave at 1420 arriving Pocklington 1535; connection via service 44 at 1600 to York still runs Monday to Saturday.

Service 41A Pocklington - Beverley via Market Weighton, N. Cave.

Withdrawn between Pocklington and Market Weighton. New section Holme - on-Spalding Moor to Market Weighton introduced - route varied between North Newland and North Cave to serve Hotham (which lost its Hull service last year) - basically a shoppers service. Ex-Holme Moor 0930W0, 1230S0. Ex-Beverley 1250W0, 1650S0.

Service 98 Pocklington - Warter - Huggate - Driffield. Saturday only journeys 1000 Pocklington - Huggate & 1025 return withdrawn. Remaining journeys Pocklington-Driffield 1200Th0 & 1300S0 & 1450Driffield-Pocklington Th0 continue but 1630S0 ex Driffield is advanced to 1550.

Service 99 Pocklington - Nunburnholme-Pocklington. Some retiming.

Service 95/95C Pocklington-York via Bielby & Melbourne. 95A

Pocklington-York via Allerthorpe and Melbourne. 95B Aughton - York via East Cottingwith. Service completely revised.

46,46A,46C,46D,94,94A,94B,94D-Hull - York,Pocklington to York.
Services completely revised.All service 94 journeys(including A,B,D)
withdrawn.Certain 46 journeys now run through to Leeds after an
absence of a decade.

All service 46 journeys to & from Hull operate from Beverley via
Cottingham.

Basically 2-hourly Hull-Leeds with hourly service Pocklington - York.

All journeys including any short workings now numbered 46.

44,44A,45 Bridlington to Leeds,44B Pocklington to Leeds,45A
Bridlington to York.Joint service with West Yorkshire R.C.C.All
service 45 and 45A journeys withdrawn and diverted via service 44
route.Fimber,Fridaythorpe,Wetwang and Garton on the Wolds continue
to enjoy services 34 and 34C but now lose their Sunday facilities
provided by 45/45A.Stamford Bridge continues to be served by York
Pullman Bus Co.Ltd.as does Gate Helmsley.

LINCOLNSHIRE ROAD CAR COMPANY.

From Monday 18 May Lincolnshire Coast services were
re-numbered,and slightly changed,but without drastic cuts.

590(Skegness-Mablethorpe).Formerly 90.

591(Skegness-Chapel St.Leonards).Formerly 91.

552(Mablethorpe,Northend - Sutton-on-Sea). Formerly 52.Early/late
season service(18th May-19 July/7 Sept-27 Sept)similar to last
year.590 hourly,augmented to half-hourly over common sections
with 552 and 591.Slightly more regular service in Mablethorpe/
Sutton-on-Sea.

553(Mablethorpe,Northend - Alford via Markby).Former 53,cut from
3/4 each way NSu,to once each way NSu only(Northend,dep.0805,
Alford 1600),extended to/from Alford Grammar School schdays.

554(Mablethorpe - Maltby-Alford).Former 54,with some 53 journeys
rerouted via Maltby.Service improved to 4/5 each way NSu.Sunday
service operated in previous summers not re-introduced this year.

561(Louth-Alford).Former 61.Timetable unchanged.

593(Skegness,Richmond Drive-Winthorpe Av.,via Sea Front ,open -top
service).Former 93,on same 20 minute daily frequency as 1980,
still operated by Lodekkas 'The Lincoln Imp' & 'The Lincolnshire
Poacher'.

594(Skegness-Alford).Former 94.No timetable changes.

595(Skegness,Bus Station - Ingoldmells,Bus Station).Former 95.

598(Skegness,Bus Station - Anchor Lane).Former 98.

596(" ,South Parade- Ingoldmells Bus Station).Former 96.
Very similar Summer service to 1980 - daily ,595/6/8 hourly,20-min.
combined frequency over common section.596 journeys until 1530 now
run NS.

From the same date,usual summer services began on 6 and 10,
including Sunday service on 10,but the 0750 NSu Louth-Mablethorpe is
withdrawn,and some summer-extra Spilsby/Burgh - Skegness shorts on 6
(including the last remaining late evening run,2230 from Skegness to
Burgh,returning at 2250).

FLEET NEWS.

Vehicles withdrawn:

12/80: 2708(EHT107C) - correction.

1658-61(JVL364/613/4G/615H)-correction(Refer to J/F L&HTR,page14).

2/80 : 1428(YHK727F)-Bristol RELH6G/ECW.

Disposals:

1280(WFE415) Broken up by 1/81.

1428(YHK727F) P.V.S.,Carlton(dealer) 5/80.

The extensive South Humberside service cuts were introduced from Monday 27 April, following objections from Glanford District and crews which delayed the original introduction from 6th April. In the event, drastic cuts proposed to Scunthorpe - New Holland, and Brigg - New Holland services (110 and 4) did not take place, and these continued unchanged for a few weeks longer pending the opening of the Humber Bridge. The eventual form of service 356 (Scunthorpe - Goole) was also more frequent than initially planned.

Detail of changes from Monday 27th April is as follows:-

Route 3: The through Lincoln - Cleethorpes service reverts to two each way NSU (depart Lincoln 0920, 1800; Cleethorpes depart 0900 and Grimsby 1755). Other trips comprise one each way Lincoln - Market Rasen, and three each way Cleethorpes/Grimsby - Binbrook.

3A (Market Rasen - Tealby shorts on 3). This Saturday only service last ran 25th April.

4 (Lincoln-Brigg) See above.

45 (Cleethorpes - Immingham) (Joint with Grimsby-Cleethorpes Transport). There is an extra trip at 1620 from Grimsby (Victoria Street) to Immingham Docks (NSU).

112 (Cleethorpes - Immingham - Barton). Re-numbered 357 and curtailed at Immingham, except for one trip each way on Tuesday which runs to/from Freeman Street Market (via Baxtergate) at Grimsby, (terminating Thesiger Street) arrive 1115, depart 1330. At Immingham buses run to/from the Church, via County Hotel (45 connection to Grimsby and Cleethorpes). At Barton the terminus is moved to the Interchange. Five trips each way Barton - Immingham (4 on Saturdays & Thursdays). Only 2/3 each way serve Wootton and Thornton Curtis, others running via East Halton and North Killingholme between Goxhill and Immingham. As before there is no late evening or Sunday service.

104, 106, 107 (Scunthorpe - Doncaster). Replaced by a single new service, 358 via Gunness, Althorpe, Derrythorpe, West Butterwick, Beltoft, Belton, Epworth, Owston Ferry, East Lound, Haxey, Westwoodside, Blaxton, Auckley, Branton, Cantley school. Five each way, Monday to Saturday only plus three each way Scunthorpe - Haxey. No evening service. Most trips have Gainsborough connections at Haxey.

118 (Scunthorpe - Crowle - Goole) and 159 (Goole local) combined as 356, running over 118 route to terminate at North Street, Goole. Through service similar to that before (including extensions to/from Scunthorpe Bus Station - Anchor site), but 159 (which ran on an hourly cycle) eliminated, except for five shorts Goole - Old Goole/Swinfleet, which form part of new service.

105 (Gainsborough - Haxey, NSU) re-numbered 352, but largely unchanged (five each way, plus shorts), connecting for Scunthorpe and Doncaster with new 358. Timetable incorporates 383 (Gainsborough - Misterton).

137/8 (Gainsborough Town circulars). Re-numbered 362/63. Remains hourly in each direction, NSU. Last run from Bus Station now 2100.

150 (Scunthorpe - Whitton) re-numbered 360. Sunday service withdrawn, and evening journeys. Six trips each way and one short Scunthorpe - Burton Stather (& vv). 2/3 trips each way serve Normanby, four each way Flixborough village, 3 each way Burton Stather. All trips (except one) serve Alkborough, West Halton, Coleby, and Thealby.

177/78 (Scunthorpe - East Butterwick etc. replaced by 354, Scunthorpe Bus Station - Ashby Turn - Burringham X Roads - Burringham - East Butterwick. Six trips each way, Monday to Saturday (Sunday service withdrawn). No shorts run to West Bank of Trent which is served only by the Doncaster service 358.

351/3 (Scunthorpe - Messingham - Gainsborough/Lincoln. Revised as recently as December 1980. Each service run two-hourly (NSu), giving a combined hourly service Scunthorpe-Messingham. The frequency is now reduced, giving an irregular service with more short workings (on 351, very much like the old 101, inc. shorts between Laughton/Blyton and Gainsborough). Overall reduction not too drastic but loss of regular headway is a pity.

364/5 (Scunthorpe - Brigg - Grimsby). Revised yet again! (last change was 2nd March). Regular daytime hourly service over Scunthorpe - Brigg section, re-routed (presumably to supplement the further reduced Scunthorpe Town network) via High Street, Ashby Road, Old Brumby street, Revesby Avenue, Alvingham Road, and Collum Avenue to Ashby High Street.

One trip each way is diverted between Limber and Keelby Tuesdays and Fridays to serve Brocklesby (0900 depart Scunthorpe, 1450 depart Grimsby), restoring a previous facility.

366 (Grimsby - Caistor - Nettleton, NSu). Cut further, to give three trips each way (2 Saturdays). Withdrawn 1819 (NSu) Caistor - Grimsby; 1759 (Monday to Friday) Laceby - Caistor; 1745 (Saturday) Grimsby - Caistor.

Route 38 (Retford - Clayworth - Gainsborough, NSu) Re-numbered 383 and reduced frequency (four trips Gainsborough - Retford; five Retford - Gainsborough and Misterton - Gainsborough short). Usual extensions to/from Hallcroft School, Retford.

SCUNTHORPE TOWN SERVICES.

Yet more cuts and changes!

330. Revised as a linear route, instead of circular. Runs Bus Station - Brumby Hotel - Cemetary Road - Open Hearth Hotel - Fulbeck Road - Broadway - Manor Farm Road - Lichfield Avenue. Hourly, daily (Sunday starts 1340).

331. Similarly revised, running Bus Station - Ashby Road - Glanville Avenue - West Common Lane - Willoughby Road - High Leys Road - Hoylake Road. Frequency as the 330.

332. Similarly revised, to run Bus Station - Frodingham Road - Scotter Road - Minster Road - Moores Road. Hourly Monday to Saturday. No evening or Sunday service.

333. Now runs Bus Station - Doncaster Road - Henderson Avenue - Scotter Road - Poplars Caravan site. Frequency as 332, with which it provides a half-hourly service over common sections.

337. Ashby - North Scunthorpe. Joint with Hornsby of Ashby). Southern section (from Cambridge Avenue) unchanged, but northern terminal moved from Reginald Road to Hudson Avenue. Frequency remains hourly, daily.

338. Recently introduced Ashfield - Ashby (Thursday only, Joint with Hornsby). Under this number expanded into an hourly Monday to Saturday service (daytime only), Ashfield - Angerstein Road - Ashby Market - Collum Avenue - Old Brumby Street - Brumby Hotel - Cottage Beck Road - Bus Station - Hudson Avenue.

The only one of the complex circulars to remain is the 334/5 (See March/April issue, page 30).

The introduction of the Scunthorpe - Doncaster - Sheffield service (359, expansion of old 126) was postponed from the 8th December to 2nd March due to objections from the South Yorkshire PTE.

INDEPENDENT OPERATORS.

Appleby's of Lincolnshire have revised their Poacher (Cleethorpes - Peterborough - London) service from 16th May. Operating Fridays, Saturdays and Sundays, it is timed for both return day trips and weekend visits to London, running from Cleethorpes at 0650, and returning from London at 1800. In practice, most traffic has been weekend, rather than day return, making the very early Cleethorpes departure illogical on Sundays. It is retimed to 1220, also making better connections with British Coachways services south of London on the Sunday evening. For the first few months a very simple fare scale was followed, £5 single, and £7.50 day return (also followed by National Travel over this route) from Grimsby and Cleethorpes. From 16th May adult fares became £6.00 and £8.00 respectively, but child fares (up to 17, also applying to students and pensioners) were also introduced, at £3.00 and £4.00. Cheaper fares apply from points nearer London, and intermediate stages.

Harris of Grays, who had expressed interest in running to Cleethorpes, have introduced a London - Peterborough return short working over part of the Poacher route, in conjunction with Applebys.

As from the 4th April 1981 the Saturday only Appleby service from Caistor to Brigg (via Grasby, the Kelseys & Cadney) now runs in the morning (vice the afternoon), viz depart Caistor 0900 hrs. (vice 1345), depart Brigg 13.22hrs., (vice 1500). As from the 6th April all fares on all Appleby routes increased.

As from the 18th May 1981 the Louth P.O. Bus fares were increased from 10p, 20p and 40p to 15p, 30p and 55p.

Grayscroft of Mablethorpe was granted a most interesting new licence last year for a Mablethorpe - Boston service, to run first Wednesday of each month, and every third Wednesday from the third in July to the first in September. The route is via Sutton, Anderby Creek, Alford and direct via A16. There are no local fares on common sections with LRCC between Mablethorpe and Alford, nor between Alford and Boston, covered by Hunt.

Pulfrey of Great Gonerby has been granted a reduced Saturday morning service, reducing vehicles required from two to one.

S.R. Catchpole (Ivy Coaches) of Tydd St. Giles withdrew his Saturday-only Holbeach St. Johns to Wisbech service after operation on 28th June 1980, a replacement facility being provided by Carnell who diverted two journeys each way on Saturdays, and one each way Thursdays from his Long Sutton - Wisbech service via Tydd St. Mary. It had been Catchpole's only service, and he acquired it in 1969 from C & E Cook Ltd (whose other services went to W. Rose and Son of Holbeach St. Johns). Carnell, Sutton Bridge. From the beginning of October 1980, all journeys on the Long Sutton - Wisbech service have operated via Sutton Bridge and Foul Anchor instead of Allol direct, except for the morning peak. On Monday to Friday, the two evening peak journeys are combined, while on Saturday the number of journeys in each direction is reduced from 15 to 9.

D & D White Coaches, Willoughton. The Thursday and Friday evening RAF Henswell - Grayingham - Kirton - Scunthorpe (ASDA) service introduced late 1977, was later withdrawn - date unknown.

Wing, Sleaford. The Monday Ewerby-Sleaford service was withdrawn, probably during August 1980, after a very short life.

Kime, Folkingham. From the beginning of the September 1980 term, the school journeys on Osbournby - Culverthorpe - Grantham

were diverted between Londonthorpe and Grantham via Harrowby, Cold Harbour and Spitalgate. From 28th October 1980 the Tuesday, Thursday and Saturday shopping journeys on the service were similarly diverted via these villages to replace LRCC 30 (Grantham - High Dyke)

From Tuesday 6th January 1981 (start of term) Kime of Folkingham took over school journeys on LRCC's 634 (Billingborough - Bourne), itself only recently curtailed. Kime has applied to take over the whole service and to start at Threkingham (Billingborough is linked also with Sleaford via Helpringham, on Wing's service) but otherwise maintain a similar frequency. The school demand requires a double decker at peaks. As Kime's did not own one at the time of taking over the service, an LRCC VRT is therefore hired (with driver) - an almost unique case of NBC running 'on hire' to an independent. Kime now covers the school run via Aunsby, Dembleby and Folkingham, but still provides peak journeys itself at school times over the normal route, which are additionally diverted (via Crofton, between Swarby Lane End and Aswarby Corner.

Delaine, Bourne. From 11th August 1980, the joint Bourne - Sleaford service (LRCC 34) was diverted via Quarrington. Then at the end of October, as part of LRCC's MAP, the service was divided at Billingborough with Delaine operating thence to Bourne and Road Car to Sleaford. Delaine's replacement is of a similar standard to its predecessor, the double-run each way into Dyke ceased, leaving that village with Thursday services only.

Eagre Coaches, Morton. A new school permit was issued from the start of the new September 1980 term; Cherry Willingham - Gainsborough (William Harrison ESN School) via Nettleham, Scothern, Dunholme, Scampton RAF, Scampton, Ingham, Stow, Sturton, Marton, Knaith and Knaith Park. The empty positioning journeys, running direct via Nettleham, Sturton and Marton, were added during the first month. Further information on free services to International Stores at Gainsborough is now to hand. Additional services, already operating, are from Harworth via Bawtry and Gringley, Thursday evenings (probably from 13th December 1979), and from Retford via Wheatley, Sturton-le-Steeple and Saundby, Friday evenings and Sunday mornings (from 14 December 1979). The Friday evening Retford service and the Tuesday services from Lea and from Morton have been withdrawn. However, from 16th October 1980, the Lea and Morton services gained Thursday and Friday evening services, and a new Friday evening service was introduced from Tuxford via East Markham, Darlton, Levertons and Sturton-le-Steeple. Similar free services have been operated to ASDA at Scunthorpe, but these have now ceased.

Everett, Atterby and Lee, Langton-by-Wragby. For some time, Lees only public service, Legsby to Lincoln on Fridays via Bleasby Moor, West Torrington, East Torrington, and East Barkwith, has been provided by Everett on hire. The service is now being relicensed to Everett, the only change being the omission of a mid-journey tea-break for the driver on the inward journey! Times are 0935 ex Legsby, 1415 ex Lincoln. Everett's own Saturday Bishop Norton - Scunthorpe service has lost its evening journeys and from 3 September 1980 a Section 30 permit was issued for the Atterby - Kirton Lindsey (Huntcliffe School) contract, which runs via Snitterby, Snitterby Carr, Brandy Wharf, Waddingham and Redbourne Lodge. The positioning journeys, direct from Atterby to the school (except for the Friday afternoon trip; via Waddingham for returning passengers from Lincoln) are also public. Journeys are extended to Kirton Rail Station by request. Round-trips from Atterby at 0800 and 1530 Sch.

FLEET NEWS.

NEW VEHICLES.

Appleby, Conisholme. UVL39W Bd YMT LW451734 Pn 8111TX504 C53F 3/81.

" " .UVL653W " LW452013 " ? " "

Holloway, Scunthorpe. MFW998V Fd Tt BDVZWU404160 Dg 12 seater -/79.
Became a PSV in 2/81, but was certified in 12/79 and in use
by 11/80.

Hornsby, Ashby. TVL977W Ld PSU3F/4R 8031098 Pn 8111LX547 C53F 3/81.

Simmons, Great Gonerby. NRR36W Bd YMT KW451911 Pn 8111TX510 C53F 3/81.

Hogg, Benington. JCT53W Fd R1114 BCRSAR422460 Du 124/4650 C53F 1/81.

Kime, Folkingham. JCT257W Bd YMT KW451516 Pn C53F 2/81.

Wright, Newark. NAU292W Vo B58-61 14309 Du C57F 1/81.

Waby, Holme-on-Spalding Moor GDN757W Fd Tt BDVZAK491760 Mo -12- 10/80.

York Pullman, York. 129 SUM129W Bd YMT KW452441 Pn 8011TX507 C53F 1/81.

OTHER VEHICLES ACQUIRED.

Cherry, Beverley. LPK988P Fd R1014 BCO4RM63930 Pn B45F ex Alder
Valley 733 12/80.

Delaine, Bourne 88. NXS100L Ld AN68/1R 7203959 Ar H74F ex Graham,
Paisley 1/81. Was new to Cunningham, Paisley, passing to Western
SMT and Graham before sale to Delaine in -/80. As well as the
usual attention to bodywork given to Delaine vehicles
considerable mechanical work was done before entry into service.

Holloway, Scunthorpe. WTN643H Ld PDR2/1 901650 Ar H81D 2/81. Ex
Tyne and Wear 643.

Holloway, Scunthorpe. WTN660H Ld PDR2/1 901082 Ar H79D 2/81. Ex
Tyne and Wear 660.

Holloway, Scunthorpe. WTN663H Ld PDR2/1 900944 Ar H81D 2/81. Ex
Tyne and Wear 663.

McLeish, Epworth. HEL216D Ld PDRL/1 L62041 MC H74F 3/81. Ex
Bournemouth 216.

McLeish, Epworth. HEL217D " " L62190 MC H74F 3/81. Ex
Bournemouth 217.

Appleby, Conisholme. The Lincoln - Carlton le Moorland
service lasted 3 months. The new service referred to in a previous
issue is a Tuesday service Saltfleet (Crown) - Saltfleetby -
Grinoldby - Cockeringtons - Fulstow - Tetney - Humberston - Scartho
- Grimsby Bus Station. Departure from Saltfleet is at 0925, returning
from Grimsby at 1410. Approval of the application (with minor
amendments) had taken 2½ years.

Cross Coaches, Hibaldstow. The daily New Holland -
Scunthorpe hospital service has been suspended at some time between
late 1978 and Autumn 1980.

Enterprise and Silver Dawn Co., Waddington. From 16th
February 1981, the Monday to Friday Birchwood Estate - Waddington
service was diverted via Asda Superstore in North Hykeham, and
extended to Waddington RAF.

LA T E S T R E G I S T R A T I O N S .

Hull URH89W
Grimsby BEE486W
Boston KCT783W
Lincoln WTL444W

MUNICIPAL OPERATORS.
LINCOLN CITY TRANSPORT.

The new general manager, succeeding Peter Sephton (who moved to Plymouth), is Mark Beswick, currently manager of the Taff-Ely undertaking. He is a member of the Omnibus Society. The short list for the Lincoln post included I. Holdsworth of Burnley & Pendle, D. Ashworth of Merseyside PTE, and C. Smith of Grampian.

FLEET NEWS.

38/41 UFW38/41W Bristol VRT/LL3/6LXB VRT/LL-3/148/51 EL ? H50/36F 3/81.
39/40 UFW39/40W " " " VRT/LL-3/149/50 " ? " 2/81.

Vehicles withdrawn:

9/80: 50 (HVL963G), 56/9 (KVL56/9H) - Leyland PSURLA/Roe.

11/80: 52 (HVL965G) - Leyland PSURLA/Roe.

General:

It is understood that the livery in which 89 was painted in 11/80 - cream with green roof and skirt - is to be adopted as the standard livery. 24 was similarly painted in 2/81.

HULL CITY TRANSPORT.

FLEET NEWS.

New Vehicles:

522/4-30 (SAG522/4-30W) have chassis numbers MB6021/3-9 and were licensed 3/81 (527/9/30) or 2/81 (the remainder).

516-20 (SAG516-20W) are type DR102/17 and have chassis numbers MB6015-9.

516-8 were licensed 1/81 whilst 510/20 were licensed 2/81.

Withdrawals.

2/81: 178/9 (3378/9RH) 1963 Leyland PDRL/1 /Roe.

181 (7381RH) " " " "

200/1 (BAT400/1B) 1964 " " "

1/81: 11-15 (MAT11-15P) - 1976 Ford A0609/Tricentrol.

159/61-4 (9359/61-4AT) - 1961 Leyland PDRL/1/Roe.

172/4 (3372/4RH) - 1962 Leyland PDRL/1/Roe.

195-8 (BAT395-8B) - 1964 Leyland PDRL/1/Roe.

The withdrawal of 159/61-4 means that the streamlined livery first introduced in August 1936 finally disappears.

11/80: 187/9/91/4 (7387/9/91/4RH) - 1963 Leyland PDRL/1/Roe.

7/80: 184/5 (7384/5RH) - " " "

6/80: 273 (TKH273H) - 1969 Leyland PDRLA/1/Roe - following fire damage 1st April 1980 - note corrected date of withdrawal.

Initial Disposals:

73/4/6 (CKH173/4/6C) D. Rollinson (dealer), Barnsley, 9/80.

167 (9367AT) " " " " "

169-71/5-7 (3369-71/5-7RH) D. " " " "

Other News.

Commencing 16th February for a six month period a new main roof canopy is to be built at the Ferensway Coach Station. The termini for services 33, 48, 55, 57, 58 will be transferred to Ferensway (Debenhams) whilst services 41, 43, 45 will commence outside C & As in Ferensway. The remaining Hull C.T. & EYMS services will be transferred either within the Coach Station or to temporary stands in Short Street and Lombard Street as required with the exception of EYMS 9 and 92 which will share the Hull service 18 stand in Short Street for the duration.

The timetable changes introduced from Sunday 25th January affect services 15A, 15C, 17A, 17C, 20. The 20B Coach station - Newland Avenue (Cottingham Road) is withdrawn. Also withdrawn is the 21 and 22 which are replaced by 18 (Coach Station - Beverley Road (Endike Lane) via Beverley Road, Cottingham Road, Hull Road, Ingleme Lane, Oldstead Av., and Endike Lane. There is a basic 30 minute Monday to Saturday/Sunday frequency (Sunday from 1400) (every 60 minutes Sunday morning to 1400). Plus odd school journeys, some numbered 18, others 18B and 18D.

It is reported that 3 Leyland Panthers & 11 Atlanteans have been loaned to South Yorkshire PTE. On the 30th May Atlantean 221 was noted in service in Sheffield together with at least two others.

GRIMSBY - CLEETHORPES TRANSPORT.

After extensive local discussion and consultation, the following revised network was introduced from Sunday 26th April 1981. Route One (Cleveland Bridge - Old Clee - Beacon Hill) is revised to run: Cleveland Bridge - Gilbey Road - Corporation Road - Alexandra Road - Grimsby Town Centre - Freeman Street - Riby Square - Victor Street - Oxford Street - Park Street - Queen Mary Avenue - Lestrangle Street - Brereton Avenue - Clee Road - Isaacs Hill - Cleethorpes Pier. This combines former services 1 and 2, covering previous common sections, then former 1 route along Corporation Road, and former 2 from Grimsby Town Centre to Cleethorpes Pier. The new service operates on the same frequency that each route ran individually (half-hourly Monday - Saturday; hourly evenings and Sundays), except that the former 1 did not run on Sundays. The Monday to Friday peak extension Cleveland Bridge - Pyewipe Industrial Estate continues although in a slightly different form.

Route 2 (Cleveland Bridge - Cleethorpes Pier) is incorporated into the 1 (above).

Route 3 (Bradley Park Estate - Grimsby Town Centre - Riby Square). This recent innovation to the relatively new Bradley Park Estate (Monday to Saturday, daytime only) is cut from half-hourly to hourly. It is extended to the Docks at peak periods, with extra trips. (See 15X).

Route 3A/F (St. Michaels - Nunsthorpe - Bargate - Grimsby Town Centre - Lock Hill (3A), Freeman Street (3F) - Riby Square - Cleethorpe Road - Grimsby Road - Cleethorpes Bathing Pool) is curtailed at Sea Road, Cleethorpes instead of running along the sea-front to the Bathing Pool. The Monday - Saturday frequency remains at the recently introduced quarter hourly interval but the Sunday and evening service is reduced from every 20 minutes to every 30 minutes. This service is also linked at Sea Road with the 4/4X. The 3A/F and 4/4X are therefore linked at both ends of the routes giving useful through facilities.

The 3C (Grange Estate - Laceby Road - Bargate - Grimsby Town Centre - Ladysmith Road - Weelsby Road - North Sea Lane, Humberston) Route largely unchanged but from Weelsby Road this service now travels via Old Clee, Davenport Drive, Sandringham Road, Brian Avenue, Middlethorpe Road, Taylors Avenue, and as before along Humberston Road to North Sea Lane. The frequency is increased from every 30 minutes to every 20 minutes Monday to Saturday daytime, and hourly to every 45 minutes in the evening and on Sundays.

The 3X (Grange Estate - Laceby Road - Bargate - Grimsby Town Centre - Ladysmith Road - Weelsby Road - Beacon Hill - Cleethorpes Pier) is withdrawn. The section between Grange Estate and Weelsby Road was common with the 3C giving a combined frequency of 15 minutes. The increase in frequency of the 3C therefore partly offsets the withdrawal of the 3X on the common section.

Route 4 (St. Michaels - Yarborough Road - Grimsby Town Centre - Old Clee). This service is extended from Old Clee via Beacon Hill Estate to Sea Road, Cleethorpes, replacing parts of the withdrawn 3X, 7 and 1. Alternate journeys run via Curzon Avenue and Warwick Road within Beacon Hill Estate and are numbered 4X. The Monday to Saturday frequency is unchanged (15 minutes) but the evening and Sunday service is cut from every 20 minutes to every 30 minutes. The frequency is similar to former 1/3X/7 provided between Beacon Hill Estate and Cleethorpe Centre.

Route 6 (Grimsby Town Centre - Bargate-Weelsby Road - Clee Road - Cleethorpes Centre - Cleethorpes Bathing Pool). The route and Monday to Saturday daytime frequency of 30 minutes is unchanged but the hourly evening and Sunday service is withdrawn. The extensions from the Bathing Pool to Thrunsoe Estate, Cleethorpes (the 6X) continues. . . .

Route 7 (Laceby Acres - Toothill - Yarborough Road - Central Parade - Market Hotel - Lord Street - Grimsby Town Centre - Riby Square - Cleethorpe Road - Grimsby Road - Cleethorpes Pier - Beacon Hill Estate). The route between Laceby Acres and Riby Square is unchanged but it is then cut back to Park street turning in a loop as follows:- Cleethorpe Road - Humber Street - Thorold Street - Stirling Street - Park Street - Cleethorpe Road and then running direct along Cleethorpe Road to Humber Street. The Monday to Saturday frequency is unchanged (half-hourly daytime, hourly evening), but the Sunday service is withdrawn (was hourly). It was planned to extend the service from Laceby Acres to Laceby village in the evening from the commencement of the new schedules but this has been held up. The extension to Laceby village via the A18 would replace the recently withdrawn Lincolnshire Road Car service and would be for an experimental period. Lincolnshire Road Car continue to operate to Laceby during the daytime.

Route 8 (Grimsby Town Centre - A16 - New Waltham - Humberston). This service is unchanged apart from the withdrawal of Monday to Friday peak extras via Peaks Lane.

Routes 9/9X (Waltham - Fairfield Estate (9X) - Scartho Road - Bargate - Grimsby Town Centre - Lock Hill (9) / Freeman Street (9X) - Riby Square - Cleethorpe Road - Grimsby Road - Cleethorpes Centre - Cleethorpes Bathing Pool). The Monday to Saturday daytime service continues as recently revised but the Sunday service is reduced to hourly over each route (half-hourly combined). Extensions of the 9 to Thrunsoe Estate, Cleethorpes continues as does the hourly extension to Bradley Road, Waltham, and the service to Barnoldby-le-Beck.

Route 10 (Fairfield Estate - Scartho Road - Weelsby Road - Hainton Avenue - Freeman Street - Riby Square). This service is unchanged (half-hourly Monday to Saturday daytime, hourly evening and Sundays).

Route 12 (Cleethorpes Market Place - Middlethorpe Estate - Humberston Road - North Sea Lane). The frequency is unchanged (hourly Monday to Saturday daytime, none evening and Sundays), but extra peak journeys. Diverted via Peaks Lane and Humberston Avenue to replace the 12X (see below).

Route 12X. (Cleethorpes Market Place - Taylors Avenue - Peaks Lane - New Waltham - Humberston Avenue - North Sea Lane). This service is withdrawn. It previously ran hourly, daily. The combined half-hourly frequency between Cleethorpes and North Sea Lane with the 12 Monday to Saturday daytime is thus lost together with the hourly evening and Sunday service.

Route 14 (Stallingborough - Healing - Great Coates - Grimsby Town Centre - Riby Square). (Limited stop). This service was withdrawn from 14th March (only 2 each way Tuesdays and Saturdays from Healing only, Fridays from Stallingborough, largely duplicating the 45).

Route 15 (Bradley Park Estate - Nunsthorpe - Weelsby Road - Freeman street - Riby Square). To docks at peak periods. Frequency unchanged (30 minutes Monday to Saturday daytime only), but extra peak trips Grange Estate - Riby Square - Docks withdrawn. Service to Docks

numbered 15X as before. Service 3 also extended to Docks giving a combined peak hour frequency of 15 minutes.

16(Wybers Estate - Willows Estate - Grimsby Town Centre). (Joint with Lincolnshire Road Car Company). Unchanged from the last revision.

Route 17(Cleethorpes sea-front - Humberston Fitties). Summer only. Unchanged (runs as required, 30 minutes or hourly).

Route 18(Wonderland - Cleethorpes Pier - Bathing Pool - Humberston Fitties) (Open Top service). Withdrawn following withdrawal of open-topper No. 133.

Route 20(Wybers Wood - Riby Square) (Joint with Lincolnshire Road Car Company). Withdrawn.

Route 45(Immingham - Cleethorpes) (Joint with Lincolnshire Road Car Company). Continues largely unchanged apart from LRCC changes from 2 March and the withdrawal of the all-night service. The last journey from Grimsby (Victoria Street) now leaves at 1202 with the first morning journey leaving at 0440. From Immingham the last journey leaves the Docks at 1235 with the service recommencing at 0515.

Route 45C(Fisons) was withdrawn 2nd March 1981.

Overall the changes are not as drastic as might have been feared, and almost all sections of road previously served are still covered, albeit with frequency reductions and loss of some through links. Complete evening/Sunday withdrawal of the 6 and 12X is probably the most serious loss. Perhaps the most interesting feature is the proposed extension of the 7 to Laceby in the evening, requiring little extra running time. GCT will thus reach Laceby again (largest village within Cleethorpes District not otherwise served), after the withdrawal of the Saturday daytime joint service with the Lincolnshire Road Car Company on 6th December. Unfortunately a gap of four months has occurred since LRCC routes through the village lost their evening services last December.

A new timetable booklet is available, dated April 1981, incorporating the above changes. Also separate leaflets are available for services 1, 3A/3F, 3C, 4/4X, 7, and 12. The leaflets include timetable and faretable information together with a map of each of the routes.

FLEET NEWS.

The four ex-London Transport DMS's are to be given fleet numbers 17-20 and are allocated as follows:-

17. TGX768M

18. TGX778M

19. TGX782M

20. TGX792M

The first of these, 17, has emerged from the paintshop decked out in apple green and white colours of the "Great Grimsby Street Tramways". Transfers reading "100 years of public service transport 1881-1981" have been applied to the front lower panels. Number 18, which is having the "Cleethorpes Corporation" colours of dove grey and blue applied is nearing completion in the paintshop.

Fleetline 92 which has been off the road for general chassis and body overhaul since August 1980 is now ready for the paintshop.

Roe-bodied Swifts 39, 42 and 44 plus ex-Nottingham Swift 29 are parked up on the dockside awaiting disposal.

Also parked up, with an uncertain future are Reliances 2, 3, and 4.

OTHER NEWS.

Following complaints about the revised services, two services are to be reinstated - at least temporarily. Residents in the Taylors Avenue estate in Cleethorpes complained that they were cut off from the centre of Cleethorpes in the evenings and on Sundays & they were supported by New Waltham Parish Council. People living in the Gilbey Road area of Grimsby collected a 400-name petition complaining about the merging of the 1 and 2 routes in that area which meant that they had to change buses to reach Cromwell Road and Dudley Street, where many doctors, dentists and opticians have their offices. The 1 and 2 will be split again but each route will run every hour giving the same overall frequency between Grimsby Town Centre and Cleveland Bridge (the revised 1 was every half hour). The evening and Sunday service on the 12 service will be run on trial for four months. If it is used it will be kept; if not, it will be withdrawn. Details of the new times for the 12 service are weekday evenings, from North Sea Lane to Cleethorpes 1930; from Cleethorpes to North Sea Lane 1902, 2130, 2215 and 2300. Sundays from Cleethorpes hourly from 1402 to 1902 and then 2130, 2215 and 2300. From North Sea Lane, hourly from 1430 to 1930. This timetable may be incomplete.

The secondhand vehicles from London brought about a dispute between the GCT management and the garage staff. The vehicles needed some work doing on them but management and garage staff had different ideas on how this should be done. The flare-up came on the 30th March. The garage staff claimed that they were locked out but the management said that the majority of the men had been dismissed for breach of contract. The Transport Committee took the vehicles off the road from midnight on the 31st March. Services were suspended because the committee did not want to provide a service which could be unreliable. By the 3rd April over half of the garage staff had returned to work and a Sunday bus service was started on the 4th April. By the following Monday things had returned to normal. All but five staff were offered their jobs back and they duly returned. The five including two shop stewards gave verbal notice of appeal against their sackings and their cases will be considered by the Joint Transport Committee.

ROADWAY.

Work began on the 5th May on the first part of the new £40-million trunk road which will link the M180 with Immingham and Grimsby. The work now going on is on the first stage which will run from Barnetby Top to Ulceby.

The Humber Bridge will be officially opened by the Queen on the 17th July 1981. The bridge should however be in use before this and may now open in June.

AIRWAY.

Eastern Airways have introduced a new service between Humberside Airport and Heathrow. It replaces a similar service that was withdrawn some time ago by Air UK. The inaugural flight was on Sunday 26th April & when the plane touched down at Heathrow it attracted the kind of reception once reserved for Concorde. The reason was that the airline is using an aircraft built 37 years ago as a wartime troop carrier. It is a DC-3 Dakota G-AMPO. It was the first time a Dakota had been seen on service at the airport since 1968. The return fare is £83 & the airline need 20 passengers per flight to make it pay. So far bookings are running at half this but the airline is banking on the Humber Bridge opening up a new market. Eastern operate three Dakotas. At Heathrow Concorde was parked next to the Dakota for photographs.

28/5/81.