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Contributors: Delaine Buses, Paul Harvey, Brian Holmes, Steven Knight, Lincolnshire County Council, Dave Longbottom, Geoffrey Meanwell, John Nicholson, Stagecoach East Midlands, Damon Powell, PSV Circle, Peter Shipp (EYMS), Alan Tye, MAE Whatmough, Peter Wombwell.

New Subscriber: A Faulo, Crick.

Point of Departure

Paul Hill, Chairman

The potential impact of the forthcoming Buses Bill, which I touched on in the last issue of **LEYTR**, has moved much closer to home in the last few weeks. First of all we had 19 local authorities in Derbyshire and Nottinghamshire bidding for the powers to control and franchise local bus services, citing "market failure" and the destructive effects of competition between bus operators. This is the area which is home to not just one but two of the most innovative and successful bus operators in the UK, Trentbarton and Nottingham City Transport. Both achieve customer satisfaction ratings in excess of 90%; both have modern fleets with among the lowest average vehicle age in the country, and both have consistently won awards for excellence.

What improvement could local authority intervention possibly achieve, without the expenditure of vast sums of public money at a time of austerity?

And most recently, Lincolnshire's own flagship independent operator Delaine has announced the suspension of new vehicle orders in view of the uncertainty created by the political climate. Unlike many smaller operators, Delaine has maintained a programme of investment in quality double deck vehicles, buying two new examples each year. The potential consequences of a pause in investment by the industry as a whole could be catastrophic for bus manufacturers. Further, as Delaine point out, small family-run independent operators cannot readily move their businesses to other parts of the country, and if unsuccessful in franchise bids, will vanish from the scene, never to return.

Meanwhile, we have a new leader of the Labour Party who promises to renationalise the railways, a move which appears to command considerable support in the country. While the privatised structure of our rail system is far from perfect, the fact remains that today's UK railway is carrying record numbers of passengers. British Rail was by no means the Utopian operator that many claim to remember, and was at the mercy of the Treasury who starved the system of investment as politicians always found higher priorities for spending on Defence, Health and Education.

On a somewhat lighter note, I was privileged recently to attend a lunch to mark the 25th anniversary of the Kithead Trust, which exists to safeguard archive material for the bus industry. Their premises on a small industrial estate near Droitwich are a veritable goldmine of historic documents, including a vast timetable collection. Documents are kept in a temperature and humidity controlled environment to ensure sustainability. Genuine research is encouraged and more details can be found at www.kitheadtrust.org.uk.

RAIL NEWS

Hull Trains orders bi-mode trains

As a consequence of the government's enforced 'pausing' of Network Rail's trans-Pennine electrification programme, the prospect of a delay to the electrification of the line between Selby and Hull – despite its funding coming from private sources – has forced First Hull Trains (FHT) to consider investing in bi-mode trains to replace its current fleet. The company has applied for a 10-year track access contract to run until 2029, which would enable it to invest in a fleet of 125mph-capable, five-car bi-mode trains, which would enter service during January 2020. Network Rail currently expect electrification to reach Hull "in or after Control Period 6 (2019-2024)".

The preferred builder of the new trains has not yet been made known, though in its track access application, FHT detailed that the new trains would be stabled at the "manufacturer's facility in Doncaster", which is where Hitachi is building a new depot for the Class AT300 trains that will enter service with First Great Western by 2020. The AT300 is the inter-urban sister to the Class 800/801 Super Express trains entering service with Virgin East Coast and First Great Western from 2017, replacing the HSTs and East Coast's Class 91s & Mk 4 stock.

The order for new trains is thus not reliant on the electrification of the route and will ensure the company's four "expensive to operate and maintain" Class 180 Adelante trains are replaced at the time when they require an internal refurbishment. Bi-mode trains will also ensure continued operation to/from Beverley and offer greater options for diversionary routes during times of engineering work.

Network Rail's illogicality at Gainsborough Central

A decision by Network Rail to close the barrow crossing and replace the footbridge at Gainsborough Central, which allow passengers to reach the platform Cleethorpes-bound services use, has thrown up a bizarre conundrum which could see those with limited mobility or travelling with buggies or in a wheelchair have to travel to the nearest accessible station by taxi before joining the train. With the barrow crossing closing and the replacement bridge having no ramp, it will be impossible for certain passengers to reach the Cleethorpes-bound platform. Network Rail has said that Northern will pay the taxi fare to/from Retford for anyone unable to cross the line. This is hardly conducive to growing patronage, especially for a station that sees just three trains in each direction on just one day per week (Saturday).

Common sense was thought to have prevailed when, on 6 August, the *Gainsborough Standard* ran a story that stated NR had chosen to retain the barrow crossing after all, but the area's Route Managing Director, Mark Tarry, is quoted in the trade press as saying nothing of the sort. Although the Office of Rail & Road (ORR) has forced NR to draw up plans to close as many railway crossings as possible, it too believes that the situation travellers at Gainsborough Central could soon face requires "innovative solutions" such as adopting new technology to make crossing the line safe where the removal of the crossing would be impractical.

Rail operators must pay compensation in cash

19 July saw the reissuing of the National Conditions of Carriage. The main change concerns the way compensation is paid to passengers in the event of delays. A minimum claim is now 50% of a single or the relevant leg of a return. Gone is the ability of train operating companies (TOCs) to pay this compensation using rail warrants – they must now pay 'cash' in the form of a cheque or by reimbursing a credit/debit card. Delay compensation forms are available from all TOC websites and can be filled in at manned rail stations. If passengers have purchased tickets from a station, they only need return to the same location, complete the form and place the claim. Importantly, it is irrelevant who runs that station's ticket office in relation to the TOC to whom you are sending your claim. All

TOCs run their own Operator's Charter in relation to compensation – many of which are more generous than the 50% minimum compensation contained in the National Conditions of Carriage.

EMT awarded franchise extension

The DfT announced on 16 September that Stagecoach-owned East Midlands Trains had been successful in receiving a franchise extension from its original end date of 16 October 2015 to March 2018. As part of the commitment, EMT will improve accessibility and security at certain stations, offer an easier mechanism to claim delay-related compensation and introduce the recently enhanced additional service frequency between Lincoln–Newark–Nottingham to Saturdays (although this will largely have little effect between Newark and Lincoln).

Skegness Branch News

Although shown in both the public and working timetable as commencing from 25 July, the summer Saturdays HST service between Derby and Skegness commenced two weeks earlier on 4 July. Running outwards as IS01 0753 Derby to Skegness, it returned as IS02 1140 Skegness to Derby. As in previous years, the only intermediate stops en-route were at Long Eaton, Beeston, Nottingham, Sleaford and Boston. Aside from the first couple of weeks, passenger loadings have been very good.

As part of a joint marketing strategy to tie in with the named 'Skegness Seaside' open top buses, a "PEBBLES the High Speed Train" headboard was affixed whilst the train was on its layover at Skegness. It is illustrated on the inset of the photograph on the right of 43047 at Skegness on 1 August. Gift bags were also given to children alighting on arrival. (Thanks to East Midlands Trains for escorting Peter Wombwell to take this photograph!).



Along with the launch of "Sprinty the Diesel", a children's book "Sprinty Has a Moooving Day" (similar to books published for the Seaside buses) and a cuddly toy were available for purchase. Class 43s on this working were as follows: 04/07 (43054+43089); 11/07 (43061+43060); 18/07 (43066+43046); 25/07 (43045+43081); 01/08 (43050+43047); 08/08 (43046+43066); 15/08 (43082+43059); 22/08 (43047+43061); 29/08 (43089+43076); 05/09 (43059+43082).

The current timetable for 6E07, the Washwood Heath–Boston Docks trains see them arrive at Boston at 1018 & 1916 (M-F) & 1609 (Sat). They depart Boston as 6M08 at 1150 & 2016 (M-F) & 1720 (Sat). Despite being shown as operating 6 days per week, it runs on an "as required" basis and on Mondays to Fridays the choice of which path it takes is equally subject to alteration.

Noted working this were the following COLAS locomotives: 27/07: 56096; 28/07, 29/07 & 03/08: 56302; 19/08, 21/08, 24/08, 25/08, 27/08 & 02/09: 56078.

The planned Railway Touring Company charter from King's Cross to Skegness on 1 July, which was to have been hauled by BI steam locomotive 61306 "Mayflower", was postponed to run later that month on 29 July only to be cancelled again at short notice. We understand that the West Coast Railway charter from Skegness to Whitby on 26 September operated (if so, details next issue). A Network Rail test train from Derby to Skegness (and return) operated on 20 July and was hauled by Direct Rail Services 37667.

The paths for the Rail Head Treatment Train are: Mondays, Wednesdays and Fridays: 3J42 0953 Doncaster Belmont Down Yard–Peterborough Locomotive Inspection Point (via Lincoln, Sleaford, Boston, Skegness, Boston, Sleaford, and Grantham). Tuesdays and Thursdays: 3J42 1100 Barnetby–Peterborough L.I.P. (via Lincoln, Sleaford, Boston, Sleaford and Spalding). Saturdays only: 3J42 1139 Belmont Down Yard–Peterborough L.I.P. (via Lincoln, Sleaford, Boston, Sleaford, and Grantham). These run on an "as required" basis and will commence during the main the autumn leaf fall period.

Virgin Trains East Coast

Repaints

7/15 43251 43320 - from East Coast grey to Virgin Trains East Coast
8/15 43300 91103 - from East Coast grey to Virgin Trains East Coast

Forthcoming Raitours

to 31 Dec

Saturday 14 November

The Galloping Goolie (UK Raitours). Outward: a pair of DBS Class 66s from Finsbury Park to Hull Dairycotes with pick-ups at Potters Bar, Stevenage, Peterborough & Doncaster then via Askern, Knottingly East Chord, Snaith, Potters Grange Junction, Goole West Dock (& reverse) & Gilberdyke. Return: from Hull Dairycotes via Hessle Road, Anlaby Road Curve, Goole, Doncaster and ECML.

Friday 4 December

Lincoln (SRPS Raitours). A West Coast Railway Company Class 47/57 from Linlithgow to Lincoln with pick-ups at Edinburgh Waverley, Drem, Berwick upon Tweed, Alnmouth, Morpeth, Newcastle & Durham. Return: via outward route in reverse.

Saturday 5 December

The Lindum Fayre (Railway Touring Company). Outward: 60009 *Union of South Africa* from London King's Cross to Lincoln Central with pick-ups at Potters Bar, Stevenage, Peterborough then via the Joint Line. Return: via Newark Northgate then ECML.

The Lindum Fayre (Vintage Trains). Outward: 4965 *Rood Ashton Hall* from Tyseley Warwick Road to Lincoln Central with pick-ups at Coleshill Parkway, Nuneaton, Leicester, Loughborough then via Nottingham & Newark Castle. Return: via outward route in reverse.

Manchester Christmas Market (West Coast Railway Company). Outward: a West Coast Railway Company Class 47/57 from Skegness to Manchester with pick-ups at Wainfleet, Heckington, Boston, Sleaford & Grantham then via the Hope Valley. Return: via outward route in reverse.

Saturday 12 December 2015

Edinburgh Christmas Special (West Coast Railway Company). Outward: a West Coast Railway Company Class 47/57 from Bridlington to Edinburgh Waverley with pick-ups at Driffield, Beverley, Cottingham, Brough & Selby. Return: via outward in reverse.

Saturday 19 December 2015

Edinburgh Christmas Statesman (Statesman Rail). Outward: a West Coast Railway Company Class

47/57 from Cambridge to Edinburgh Waverley with pick-ups at Waterbeach, March, Ely, Peterborough, Grantham, Newark Northgate, Retford, Doncaster, York & Thirsk. Return: via outward route in reverse.

Beverley at Christmas (UK Railtours) Outward: traction to be confirmed from London King's Cross to Beverley with pick-ups at Potters Bar, Stevenage, Peterborough then via Doncaster, Goole, Anlaby Road Curve and Hull. Return: via outward route in reverse.

Edinburgh Christmas Special (West Coast Railway Company). Outward: a West Coast Railway Company Class 47/57 from St. Neots to Edinburgh Waverley with pick-ups at Huntingdon, Peterborough, Grantham, Newark Northgate, Retford & Doncaster. Return: via outward route in reverse.

BUS & COACH NEWS

Barnards expands... while Holloways closes

Kirton Lindsey-based Barnards Coaches has changed hands twice in recent times, the most recent sale taking place on 24 July. Run by the Barnard family since its inception over 50 years ago, the family initially sold the company to Island Fortitude – a 'brass plate' company based in Barbados and whose owners and management were shrouded in secrecy and who acquired smaller coach operators around the UK as a mechanism for introducing King Long coaches. Just one week before the most recent sale, the company was bought back by John and Michael Barnard, who have been running the business themselves until the recent sale, when the business passed to Welcome Coaches Ltd, a new firm backed by a non-coaching industry investor.

With a company address of Cornwall House, 31 Lionel Street, Birmingham, B1 3AP, the company has appointed Gary Priest as Barnards' MD. Mr Priest worked for one of Island Fortitude's subsidiaries, Brijan Tours near Southampton, where at the time of writing he remained the sole director until such time as a buyer for the business could be found. Speaking in the trade press, Mr. Priest said: "The plan is to rebuild Barnards Coaches, and start afresh. We need to rebuild trust in the business." Under Island Fortitude ownership, the number of vehicles owned dropped. This was reversed just days after the sale to Welcome Coaches, when four acquired vehicles were purchased, taking the number of vehicles in the company's employ to 12.

Coinciding with the end of the academic year and with no succession plan in place, Holloways Coaches of Scunthorpe closed its doors for the last time, following the retirement of its owner, Paul Holloway. He was the third generation of the Holloway family to run the business, taking over from his father, Frank, fifteen years ago. Of the 20 staff employed, some have retired, while others have been made redundant. The vast majority of the fleet passed to Ensign (dealer), Purfleet.

Beverley's North Bar receives first bus service in 45 years

The opening of Beverley's new £70 million Flemingate Shopping Centre on 31 October will coincide with the introduction of a new bus service linking the development with the town's other shopping areas comprising Wednesday Market, North Bar Within, the Georgian Quarter, Market Place and railway station. The new service, operated by EYMS, will run to a 20-minute frequency and will operate a one-way loop on Saturdays. It will run for a trial period for three years. The company is using one of its 29-seat 8.9m ADL Enviro200 Darts based at Beverley depot, with a promotional shot showing 503 (MX12 CFG), one of the recently acquired ex-Ace Travel Darts, posing for photos beneath North Bar. EYMS was synonymous for the bespoke double-decker bodies it operated from 1934 to 1970, built in order to fit under North Bar, which ceased following the opening of Beverley's relief road.

NELC puts Europarc services out to tender

Despite seeing some impressive passenger growth in recent years, North East Lincolnshire Council is to prepare ‘lot’ tenders for Services 1, 2 & 20, all of which link Europarc with what the *Grimsby Evening Telegraph* cited ‘some of the most deprived areas of Grimsby’. Ever since the Europarc business park first opened, Stagecoach has operated the passenger bus services. Currently, NELC pays the company £205,000 a year to operate the trio of routes which, importantly, play roles in transporting passengers around Grimsby who have no desire to travel to Europarc. NELC’s desire is to “keep services operating” and will put three different options on the table: to maintain the current frequencies of the services; to reduce the frequency to hourly; and to enhance service frequencies to a bus every 15 minutes.

A consultation took place over the summer with residents along the routes and passengers using the services asked for their views, though it appears a *fait accompli* by NELC, who will undoubtedly want to reduce the £657.05 a day they pay Stagecoach to operate the services six days a week. An option exists to cease all subsidy and to let the commercial market decide what is best. The current tender expires in April and Stagecoach has previously registered to withdraw the services following non-agreement with NELC over the level of funding (they more recently did the same with Service 12) in a move which aims to show a local authority that the commercial operator is deadly serious about withdrawing an entire service should the level of subsidy not be conducive to its requirements.

Grantham councillor suggests improvements for town’s bus station

Richard Davies, Conservative councillor for Grantham North West, believes that improvements are needed to bring Grantham bus station up to scratch. While admitting that its location is advantageously placed, he suggests what immediately puts passengers off is that it is open, badly lit and unsecured. There is no cycle storage, toilets or café within sight of departing buses. Acknowledging cash isn’t available for rebuilding the site, he offers a number of suggestions for ways the bus station could be enhanced: improved, accurate timetable information, painting the walls of the location to make them look “less Soviet”, a screen to be erected that shows timetabled arrivals and departures, introduce a waiting room which could also house paper timetables. For a town of its size and with the number of bus movements per day, Grantham’s bus station is certainly below par.

First pulls out of Goole

From 7 September, Goole lost yet another bus operator when First withdrew its hourly extension on Service X8 (Doncaster–Moorends), choosing to terminate the service at Moorends, the extent of the South Yorkshire urban area. With Goole being linked to Doncaster with two trains an hour provided by Northern – one of which being a non-stop 80mph dash using Class 158s – end-to-end traffic is pretty much sewn up with the exception of those entitled to free concessionary bus travel. A replacement service has been introduced by EYMS. Service 88 operates between Goole and Crowle and requires one vehicle. Replacing the lost First link could be done with just one vehicle, running to a clockface frequency, though this would mean terminating just north of Crowle – the location many travelling from intermediate stops wish to travel to. The extension therefore means a round trip taking over one hour so an awkward 90-minute weekday (80-min Saturday frequency) has been adopted.

Today, Goole sees regular passenger bus services provided by just EYMS and Arriva. Historically, EYMS (from Hull), Road Car (from Scunthorpe), South Yorkshire Road Transport (from Selby) and Doncaster Corporation ran to and from Goole. Following deregulation, Sweeney took over Road Car’s main service, Doncaster Corporation merged to form South Yorkshire Transport, which then became Mainline prior to being purchased by FirstGroup. Arriva (via Cowie & British Bus) is the

Selby provider today (though not on Sundays). Following Sweyne's decision to end registered bus services, EYMS's presence was increased.

With two buses allocated to the Goole Town Services, two to the Scunthorpe service and the one-vehicle Crowle working, a procession of five vehicles travel dead from EYMS's Elloughton depot every morning and back every evening. With Crowle now added to daily operations, EYMS vehicles can be seen as far afield as Easington, Ravenscar, Danby (summer only), Helmsley, Fridaythorpe, Full Sutton (on the indirect 747 between Pocklington and York), York, Selby (Sundays), Thorne and Scunthorpe.

Gainsborough bus station “prime site for housing”

Concerns have been raised that Gainsborough could lose its bus station following the result of a consultation that is to be made known later in the autumn looking at which sites in the town centre will be flattened to make way for additional housing. Gainsborough has been selected as one of 20 towns to benefit from 'housing zones', where government and local authority cash is used to secure new, affordable and private accommodation on brown-field sites in the town, one of which being the bus station. The current site is owned by West Lindsey District Council who has not agreed to build a replacement location should the current site be built on, though the Gainsborough Bus & Rail is hoping this would happen at the very least.

Hull's new Simplibus network cuts back on night buses

The introduction of Simplibus as the new network for Stagecoach buses in Hull (replacing Frequento) occurred as planned on 6 September, with new links between the Old Town and Orchard Park to name but one. However, Stagecoach has used the opportunity to all but end its once comprehensive night bus network that operated Friday nights/Saturday mornings and Saturday nights/Sunday mornings. Now, the only night buses are as follows: Service 2 (Boothferry, extending to Hessle) has two departures at 0000 & 0100; Service 3 (Greatfield) at 0000 & 0100; Service 5 (Kingswood) at 2355 & 0055; Service 11 (Kingswood) at 2345, 0000, 0030 & 0100. Some journeys return to the city centre. These ten departures run on Saturday nights/Sunday mornings only. A far cry from the mass exodus of 2300 departures from the old bus station, though last departures on the majority of services, while not having night buses, are now at 2340.

Former Humberside Area Local Service Alterations

Changes for this period already mentioned in a previous edition are not duplicated.

From 5 August: **2 Way Transport** withdrew schooldays service 55S (Scunthorpe–Winterton Comprehensive & Winterton Comprehensive–Appleby).

From 1 September: **Black & White Coaches** introduced new schoolday service 55S between Scunthorpe Bus Station and Winterton Schools (am) and Winterton School and Appleby (pm). **Black & White Coaches** introduced new schoolday service 252 between Goxhill Crossroads and Barton Transport Interchange.

From 2 September: **Hornsby's** introduced two new schoolday services: JLC4 between Kirk Sandall and John Leggott College & JLC5 between Finningley and John Leggott College. **Black & White Coaches** introduced new schoolday service JLC3 between Doncaster Interchange and John Leggott College. **2 Way Transport** introduced two new schoolday services JLC1/2 from Camblesforth, Drax Road/Howden, Longs Corner to John Leggott College.

From 6 September: **EYMS** amended the route and times of Services 180/X80 (Beverley–Swanland). **Stagecoach in Hull** amended the new timetable for Service 16 (Hull–Marfleet). **First South Yorkshire** amended route and times of Service X8 (Doncaster–Goole), terminating the service at Moorends and therefore no longer serving the **LEYTR** area.

From 7 September: **EYMS** introduced new Service 88 between Goole, Rawcliffe and Thorne.

From 8 September: **Acklams Coaches** amended the route and times of school service 433 (Beswick–Driffield School & Sixth Form).

From 9 September: **EYMS** withdrew Service 990 (Hull, Anlaby Road–Kelvin Hall School) and introduced new schoolday service 437 from Wold Newton to Driffield School via Burton Fleming. **Acklams Coaches** reintroduced Service 124 (Driffield–Bridlington) on Wednesdays, Thursdays & Saturdays.

On 19 September: **EYMS** introduced Service BBD operating a circular service from Ghandi Way to Hull City Centre and return, to coincide with Big Bus Day.

From 26 September: **EYMS** amended the route and times of Services 195/196/X36 (Pocklington–York), X4 (Hull–Market Weighton) & X46/X47 (Market Weighton–York) and amended the times of Services 747 (Pocklington–York), X4 (Market Weighton–York) & 45/45A/46/46A/46M (Market Weighton–York).

From 27 September: **EYMS** amended the times of Services 33/34/34C, 35/35A, 44/44A/44C (Hull–Willerby Square), 103 (Hull–The Lawns), 105 (Hull–The Lawns), 115 (Hull–Castle Hill Hospital), 151/152 (Hull–Willerby/Anlaby), 155 (Hull–South Cave) & 154 (Hull–Castle Hill Hospital). **Yorkshire Coastliner** amended the times of Services 840/843/845 (Leeds–Scarborough/Bridlington/Whitby).

From 30 October: **East Riding of Yorkshire Council** will withdraw Service 11W (Kirkby Underdale–Woldgate College).

From 2 November: **Stagecoach Grimsby-Cleethorpes** will withdraw Service 17 (Cleethorpes Pier–Thorpe Park) due to the end of the season.

Lincolnshire Local Service Alterations

Changes for this period already mentioned in a previous edition are not duplicated.

From 27 July: **Essential Transport Services/Kier** introduced a new Friday-only Service 35 between Folkingham and Sleaford.

From 31 July: **Fowler's Travel** withdrew schoolday service S134C (Moulton Chapel–Spalding).

From 2 August: **AC Williams** amended the times for Service WM05 (Grantham–Corby Glen).

From 27 August: **Mark Bland Travel** amended the times of Service 182 (Ryhall–Stamford/Oakham) and introduced new school service 184 between Colsterworth and Stamford.

From 30 August: **Stagecoach in Lincolnshire** amended the school journeys on InterConnect 1 (Grantham–Lincoln); amended the route of schoolday service 543 (Brant Road–North Hykeham Schools) so that it no longer serves Larne Road; amended the route of schoolday service 570 (Birchwood–North Hykeham Schools) so that it will start/finish at Tritton Road Morrisons; and amended the times of schooldays service 643 (Skellingthorpe–LSST).

From 1 September: **Grayscroft** withdrew its school services 21 (Mablethorpe–Louth) & B8243 (Mablethorpe Circular). **Essential Transport Services/Kier** amended the times of CallConnect 9M (Mablethorpe); amended the 1600 departure from Louth on CallConnect 6C (Horncastle–Louth) to operate 10 minutes later; amended the route and times of the 0805 departure from Louth on CallConnect 51M (Manby); withdrew the 1648 departure on Service H1 (Horncastle Town Service); and introduced a new Tuesday-only Service 62 between Quadring and Spalding. **PC Coaches** amended the times of their Lincoln Circular service.

From 2 September: **Stagecoach in Norfolk** (Norfolk Green) amended the times of schoolday services NG01/2 (Sutton Bridge–Spalding Schools).

From 3 September: **Fowler's Travel** introduced new schoolday services as follows: S139S between Sutton St. James and Spalding Schools, S138S between Tydd St. Giles and Spalding Schools, S137S between Sutton St. Edmund and Spalding Schools and 6067 between Tydd St. Mary and Holbeach. **Brylaine Travel** introduced new schoolday services G76 between Gosberton and Spalding,

G77/G78 between Donington and Spalding Schools, G79 between Wyberton and New College Stamford & G80 between Woodhall Spa and Horncastle Schools; and amended the route and times of schoolday service G63 (Pinchbeck–Spalding Schools). **Hunts Coaches** revised the route and times of schoolday service E55S (Alford–Spilsby–Alford).

From 8 September: **Essential Transport Services/Kier** amended the times of CallConnect 37S (South Holland).

From 14 September: **Centrebus** amended the school journeys on Services 6/X6 (Grantham–Bottesford) to meet additional demand and amended the times of Service 8 (Grantham–Brooksby College). **Phil Haines Coaches** amended the route and times of schoolday service S125S (Moulton–Brooksby College).

From 21 September: **Mark Bland Travel** amended the times of Service 182 (Ryhall–Stamford/Oakham). **AC Williams** withdrew schoolday service WM04 (Woolsthorpe–Grantham). **Grayscroft** withdrew summer service 15 (Mablethorpe Town Service).

From 8 October: **Mark Bland Travel** will revise the times of Service 183 (Stamford–New College Stamford).

From 16 October: **Grayscroft** will withdraw schoolday services N74S (Mablethorpe–Alford) & N81S (Mablethorpe–Withern School) and will amend the times of Service 18 (Mablethorpe–Alford).

From 19 October: **National Express** will amend the times of Service 447 (Hull–Lincoln–London).

From 21 October: **Brylaine Travel** will revise the times of Services 59/113 (Spading–Boston) and will withdraw schoolday service 113A (Pinchbeck–Spalding Schools).

From 1 November: **Red Bus** will revise the route and times of Service 1 (Skegness–Butlins) for the winter period. Also from this date, **Stagecoach in Lincolnshire** plans to revise all their Lincoln-area services. We will bring you full details in the next **LEYTR**.

From 2 November: **Stagecoach in Lincolnshire** will introduce the winter timetable for Services 1/1A (Skegness–Chapel St. Leonards) & 3 (Skegness–Hardy’s Animal Farm) and will withdraw the summer Sunday service on InterConnect 9 (Skegness–Mablethorpe/Louth) during the winter period.

Stagecoach East Midlands

DEPOT CODES: LI–Lincoln, HU–Hull, GY–Grimsby, SK–Skegness, GA–Gainsborough, SC–Scunthorpe, MA–Mansfield, WO–Worksop, RE–Operational Reserve, HO–Head Office Allocation, DL–De-licensed dt–Driver Training.

Acquired Vehicles

8/15 33306 (AE51 VVF) Dennis Dart SLF SFD322BR11GW15827 Plaxton Pointer 0110.7HLB3842 B36F

33306, which was new in 9/01, has come from Stagecoach South’s Disposal fleet. It was last used at Farnham depot in December 2014. It is allocated DL(LI) and is to be donated to a charity.

Withdrawn Vehicles

| | | | |
|------|------------------|----------------------------------------|-----------------------------------|
| 8/15 | 16582 (R582 JVA) | Alexander RL/Volvo Olympian | - from LI |
| “ | 22453 (S453 OFT) | MAN 18.220LF/Alexander ALX300 | - from LI (engine & radiator u/s) |
| “ | 52259 (M942 TSX) | Volvo B10M/Plaxton Premiere | - from MA(dt) (body rotten) |
| “ | 52283 (N143 XSA) | Volvo B10M/Plaxton Premiere Interurban | - from LI(dt) (chassis rotten) |
| 9/15 | 18289 (V129 DJA) | Dennis Trident 2/East Lancs Lolyne | - from LI |
| “ | 22309 (AE51 RYF) | MAN 18.220LF/Alexander ALX300 | - from HU (engine u/s) |

Olympian disposals are now being undertaken as they come up to MOT due date, therefore the rate of withdrawal of the type will be varied. **22309** will be used as a source of spare parts for other MANs.

De-licensed Vehicles

8/15 22162 (T162 MVM) MAN 18.220LF/Alexander ALX300 - from HU (engine repair)

| | | | |
|------|------------------|-------------------------------|-----------------------------|
| “ | 22306 (AE51 RYB) | MAN I8.220LF/Alexander ALX300 | - from HU (throttle repair) |
| “ | 22307 (AE51 RYC) | MAN I8.220LF/Alexander ALX300 | - from HU (engine repair) |
| “ | 53021 (647 DYE) | Volvo B12M/Plaxton Paragon | - from LI (engine repair) |
| “ | 53213 (DAZ 5455) | Volvo B7R/Plaxton Profile | - from LI (re-wiring) |
| 9/15 | 33834 (X834AKW) | Dennis Dart SPD/Plaxton | - from HU (engine u/s) |
| “ | 33835 (X835AKW) | Dennis Dart SPD/Plaxton | - from HU |

Reinstated Vehicles

| | | | |
|------|------------------|------------------------------------|----------------------------------------|
| 8/15 | 17648 (W513 GCW) | Dennis Trident 2/East Lancs Lolyne | - to LI (activation following repaint) |
| “ | 17650 (X793 JHG) | Dennis Trident 2/East Lancs Lolyne | - to LI (activation following repaint) |
| “ | 18432 (YN06 LMJ) | Dennis Trident 2/Alexander ALX400 | - to HU (following engine repair) |
| 9/15 | 53021 (647 DYE) | Volvo B12M/Plaxton Paragon | - to LI (following engine repair) |

Disposals

| | | | |
|------|------------------|-----------------------|----------------------------------------------|
| 8/15 | 47462 (FX07 LJA) | Optare Solo | - to Stagecoach West Scotland, Glasgow depot |
| “ | 47463 (FX07 LJC) | Optare Solo | - to Stagecoach West Scotland, Glasgow depot |
| “ | 47757 (PE51 YHM) | Optare Solo | - to Stagecoach Manchester, Reserve fleet |
| “ | 47768 (PO56 RNY) | Optare Solo | - to Stagecoach Manchester, Reserve fleet |
| “ | 47774 (PO56 RPX) | Optare Solo | - to Stagecoach Manchester, Reserve fleet |
| “ | 47842 (FT13 ODG) | Optare Solo SR | - to Stagecoach West Scotland, Glasgow depot |
| “ | 47843 (FT13 ODH) | Optare Solo SR | - to Stagecoach West Scotland, Glasgow depot |
| “ | 47844 (FT13 ODJ) | Optare Solo SR | - to Stagecoach West Scotland, Glasgow depot |
| “ | 47845 (FT13 ODK) | Optare Solo SR | - to Stagecoach West Scotland, Glasgow depot |
| “ | 47846 (FT13 ODL) | Optare Solo SR | - to Stagecoach West Scotland, Glasgow depot |
| “ | 52490 (R120 VFR) | Volvo B10M/Jonckheere | - to ?? |

47462/3/842-6 all left Newark outstation during August 2015 and form part of the fleet for two new services in Glasgow. Their departure now means the “I love Newark” brand is no longer worn by any vehicle. **47757/68/74** have all returned to Manchester following their loan period in LI (they were never recorded as loans by East Midlands, though Manchester had always recorded them as such).

Transfers

| | | | | | |
|------|------------------------|------|---------------------|----------------------------------------------------|------------------------|
| 8/15 | 22272 GY(TR) to MA(dt) | 9/15 | 17680 RE(SK) to LI | 9/15 | 22278 HU to HO |
| “ | 22491 MA(TR) to GY(dt) | “ | 17685 RE(SK) to LI | “ | 22307 HU to HO |
| “ | 34400 RE(MA) to LI | “ | 17686 HU to HO | “ | 22576 HU to HO |
| “ | 34455 MA to RE(MA) | “ | 17687 HU to HO | “ | 33833 RE(SK) to RE(HU) |
| “ | 52379 GY(dt) to LI(dt) | “ | 17688 HU to HO | “ | 35150 HU to HO |
| 9/15 | 16314 SK to RE(SK)* | “ | 18045 SK to RE(SK)* | * - seasonal reserve, now the High Season is over. | |
| “ | 17063 HU to HO | “ | 21214 SK to RE(SK)* | | |

Repaints (into Stagecoach corporate livery unless otherwise stated)

| | | |
|------|-----------------------------------------------------|--------------------------------------|
| 7/15 | 16901 16902 18392 24200 47462 47463 | * - into the new InterConnect livery |
| 9/15 | 15507* 15509* 17685 18046 22365 24197 53030# | # - into Rail Replacement livery |

General

Following details in the last edition of the named vehicles working out of GA and WO on the *Bassetlaw Belle* network, we bring you the names of the vehicles that cross the Humber, linking the North and South Banks. Names are carried both externally, on the front panel underneath the windscreen, and internally, on various pieces of branding.

Humber FastCat (Service 350: Hull – Barton – Winterton - Scunthorpe)

22755 *Tabby* **22756** *Tiddles* **22758** *Moggy* **22759** *Marmalade* **22760** *Fluffy*

Humber Flyer (Cleethorpes – Grimsby – Humberside Airport – Hull)

24202 *Charlie* **24203** *Jojo* **24204** *Ozzy* **24205** *Boomer*

A spare vehicle, painted in a special livery combining both Humber FastCat & Humber Flyer distinctive liveries, is **22757** and named *Arthur*

From 10 August, Stagecoach Grimsby-Cleethorpes changed the stands buses using the Riverhead Exchange in Grimsby town centre serve. Service 3 (Cleethorpes Pier–Morrisons via Nunsthorpe) now uses Stand H; Services 4/4A (Cleethorpes Pier–Morrisons via Laceby Acres) now use Stand J; Services 5 (Grimsby–Immingham) & 6 (Asda–Wybers Wood) now use Stand L; and Services 7 (North Sea Lane–Grange) & 9/10 (North Sea Lane–Waltham Bradley Road) use Stand K.

East Yorkshire

Repaints

7/15 **314 502 503 504 729 736 738 790**

8/15 **340 648 769 791 792**

9/15 **768 769 770 9916**

DEPOT CODES: HU–Hull, DR–Driffield, SC–Scarborough, WI–Withernsea, BR–Bridlington, PO–Pocklington, EL–Elloughton, HO–Hornsea, HU*–Hull Coaching, BE–Beverley, D/L–De-licensed.

719 acquired a rear-end black advert for Viking FM, while **310** lost its rear-end advert for ProActive Partners during 4/15. **326** lost its rear-end advert for Williamsons Solicitors and **340** lost its rear-end advert for Bishop Burton College during 6/15. Route branding for 'route 66' was applied to **349/51/4/5** during 7/15. **650** lost its rear-end advert for East Riding Council's Buswise scheme for school children during 8/15.

New Vehicle (updated information)

The chassis and body details for **793 (BP15 OLH)**, the UK's first MCV EvoSeti-bodied Volvo B5TL are as follows: chassis YV3T9U224EA160011, body 583.

Acquired Vehicles (updated information)

The chassis numbers for the ex-Ace Travel Darts shown in the last edition (**LEYTR** Jul/Aug p104) are as follows: **502 (MX12 CFF)** B234/2; **503 (MX12 CFG)** B234/3; **504 (MX12 CFK)** B234/5.

Loaned Vehicle

9/15 (YJ64 DWK) Optare VI152MC/Optare MetroCity B41F

The vehicle was on loan for a couple of days only and never entered service so was not given a fleet number.

Re-registered Vehicles

8/15 9914 (95 EYM (M416 RRN)) Volvo B10M-55/Alexander PS - to **M416 RRN**

" 9915 (M415 RRN) Volvo B10M-55/Alexander PS - to **95 EYM**

Transfers

In the last edition, all entries were dated 6/15 when they should have been 7/15.

| | | | | | |
|------|-----------------|------|---------------------------|------|---------------|
| 8/15 | 250 D/L to sold | 8/15 | 639 HU to sold | 9/15 | 492 HU to SC |
| " | 252 D/L to sold | " | 640 HU to sold | " | 581 BE to D/L |
| " | 253 D/L to sold | " | 641 HU to sold | " | 582 BE to D/L |
| " | 254 D/L to sold | " | 648 HU to Training School | " | 647 EL to HU |
| " | 296 D/L to sold | " | 771 PO to HU | " | 659 WI to HU |
| " | 319 D/L to sold | " | 790 new to HU | " | 663 WI to HU |
| " | 624 D/L to sold | " | 791 new to HU | " | 712 HO to BR |
| " | 630 D/L to sold | " | 792 new to PO | " | 728 WI to PO |
| " | 631 D/L to sold | " | 793 new to HU | " | 734 WI to HU |
| " | 632 D/L to sold | 9/15 | 303 BR to HU | " | 744 HU to WI |
| " | 633 D/L to sold | " | 384 HU to EL | | |
| " | 638 HU to sold | " | 470 SC to D/L | | |

Sold Vehicles

11/14 695 (P577 EFL) Volvo Olympian/Northern Counties - to Moving People, Clayton le Dale

2/15 636 (S636 MKH) " " " " - to Lawton, Stickney

Sold Vehicles (continued)

| | | | |
|------|----------------|----------------------------------|---------------------------|
| 3/15 | 423 (VX05 LKM) | Optare M850/Optare Solo | - to Anslow, Garndiffaith |
| 7/15 | 630 (S630 MKH) | Volvo Olympian/Northern Counties | - to ?? |
| " | 631 (S631 MKH) | " " " " | - to ?? |
| " | 632 (S632 MKH) | " " " " | - to ?? |
| 8/15 | 319 (T701 APX) | Dennis Dart SLF/SC Coachbuilders | - to ?? |
| " | 624 (S624 MKH) | Volvo Olympian/Northern Counties | - to ?? |
| " | 633 (S633 MKH) | " " " " | - to ?? |

Local Bus & Coach Operators

BLAND, Ryhall (Mark Bland Travel)

1/15 – re-registered is **L515 EHD**, a DAF SB2700/Van Hool, to **CAZ 6604**.

BRUCE, Goole (CAB Travel)

1/15 – sold is **6884 YG (N117 FHK)**, a Kassbohrer S250/Kassbohrer C48Ft, passing to Barker, Roydon.

BUSKING, North Frodingham (BusKing, Phoenix Buses)

5/15 – the company successfully increased its vehicle allocation from 5 to 11.

6/15 – acquired is **MX03 ACJ**, a Volvo B12M/Van Hool C48Ft, last operating with AFSC, Aylmerton as their 504; it was new to Shearings, Wigan, as their 516 and C46Ft in 3/03.

DELAINE BUSES, Bourne

8/15 – acquired are **01-D-10200/1**, a pair of Volvo B7TL/Alexander (Belfast) ALX400 H49/27F, from Ensign (dealer), Purfleet; they were last used by Dublin Bus, Dublin (Eire), to whom they were new in 1/02 as their AV200/1. Prior to collection they were modified to H49/31F. They were subsequently re-registered **AD51 DLD/E** and given fleet numbers 160/1 respectively.

9/15 – new is **159 (AD65 DBL)**, a Volvo B5TL/Wrightbus Gemini 3 H45/30F, which entered service on 5 September.

Continues on page 133...

Photo Feature

Page 129 (top): The new Virgin Trains East Coast livery should have been applied to all the company's HST sets by the time you read this. One of the first occasions a new-look train set made it to Lincoln is shown here with power car **43312** seen ready to work 1B81, the 0930 to King's Cross on 27 June 2015. (Photo: MAE Whatmough)

Page 129 (bottom): To coincide with the Lincolnshire Show, Stagecoach in Lincolnshire had one of their Enviro400-bodied Scania N230s painted in an all-over livery depicting the Lincolnshire flag. Looking resplendent in its new livery is **15651 (FX10 AFK)** seen travelling along Eastgate, Lincoln on 3 July 2015. (MAE Whatmough)

Pages 130 & 131: This edition's feature article charts the history of dedicated seafront services operating in Cleethorpes and to the Fitties Camp and Thorpe Park. Today sees the Cleethorpes Seaside working the route, each with their own identity. Seen here in Thorpe Park on 1 September 2015 is **Lolly 16962 (YJ04 FZC)**, a Volvo B7TL/Wrightbus Eclipse Gemini, new to First West Yorkshire as their 32445 in 5/04. (Graham Lord)

Page 131 (top): 20 years ago EYMS withdrew its last Routemasters from passenger service in Hull on 12 August 1995. The vehicles were latterly used on the route they first made an appearance, Services 56/56A (Longhill). The photo illustrates **804/16 (NVS 804/CUV 210C)** while deployed on Services 3/3A/4/5 (Orchard Park). (P. Wombwell)

Page 131 (bottom): For the first time in many years, EYMS introduced open-top buses to Bridlington from 18 July to 5 September, generally using ex-London Volvo B7TL/Plaxton President **886 (PL51 LDJ)**, operating Service 100 from John Bull's World of Rock and the South Shore Holiday Village, through Bridlington town centre and to Flamborough Lighthouse via Flamborough village. The bus is seen on 22 August. (Photo: David Longbottom).

...Continued from page 128.

CROPLEY, Fosdyke

3/15 – acquired is **AY59 AUD**, a MAN A91/Fast C57D, last operating with Monmouthshire County Council via Moseley (dealer), South Elmsall; it was new to Fast-Europe as a demonstrator for their 'starter coach'. Re-registered during the same month are: **ONZ 2204**, a Toyota XZB50R/Caetano, to **YK12 FEY; VSK 207** (FN04 JZM, XJF 448, FN04 JZM), a Volvo B12M/Sunsundegui, to **FN04 JZM**; and **AY59 AUT**, a MAN A91/Fast, to **ONZ 2204**.

4/15 – sold are **FN04 JZM**, (VSK 207, FN04 JZM, XJF 448, FN04 JZM,) a Volvo B12M/Sunsundegui C49Ft and **YK12 FEY** (ONZ 2204), a Toyota XZB/Caetano C21F, passing to Andybus, Easton Grey via Moseley (dealer), South Elmsall. New during the same month is **VSK 207**, the company's second Yutong TC12/Yutong C51Ft.

DENT & HORSTWOOD, North Kelsey (J. R. Dent)

2/15 – acquired is **KU02 YBJ**, a Dennis Trident/Alexander ALX400 H45/19D, last operating with Abellio London (their 9774); it was new to Connex as their TA74 in 6/02. Sold during the same month is **YN54 DVL**, a Mercedes-Benz 614D/Driveline Conversions C22FL, passing to DawsonRentals (dealer), Hellaby and **P137 TDL**, a Dennis Dart/Wadham Stringer B43F, passing to Elliott & Richmond, Rode Heath.

7/15 – the company reduced its vehicle allocation from 12 to 9.

DICKINSON, Wrangle

6/15 – re-registered is **G14 DJD** (NB03 BUP, OBR 297), a Volvo B12B/Plaxton C51Ft, to **NB03 BUP**; it was then sold during the same month, passing to Fowler, Holbeach Drove. Also re-registered during the same month is **Y966 DRC**, a Dennis Trident/East Lancs, to **G14 DJD**.

DRURY, Goole

4/15 – new is **YX15 OVL**, a Volvo B11R/Plaxton C53F.

5/15 – sold is **YN08 NXO**, a Volvo B12M/Plaxton C57FL, passing to Acklams Coaches, Beverley.

EDWARDS, Lincoln (Black Cat Travel)

12/14 – re-registered is **CRZ 4789** (K492 VVR), a Volvo B10M-60/Van Hool, to **J111 BCT**. The vehicle is also named *Cookie*.

9/14 – sold is **OJZ 7085** (L542 XUT, SIB 8342, L542 XUT), a Volvo B10M/Plaxton C49Ft, passing to Pro-Force, Chartham as their PF8.

6/15 – the company has added an additional operating centre: Unit 6, Sleaford Road Industrial Estate, Bracebridge Heath, Lincoln, LN4 2ND.

7/15 – the company increased its vehicle allocation from 4 to 6.

ELLIE ROSE TRAVEL, Hull

3/15 – re-registered is **MSV 927** (C109 DWR, VIB 7824, C109 DWR, HIL 2367, C109 DWR), a Volvo B10M-61/Plaxton, to **C109 DWR**. It left the fleet the following month.

4/15 – acquired is **R39 AKV**, a Volvo B10M-62/Plaxton C49Ft, last operating with Abbey, Hull; it was new to Stagecoach Midland Red (South) as their 39 in 8/97. During the same month it was re-registered to **MSV 927**. Also acquired is **T553 CDM**, a Mercedes-Benz 614D/Onyx C24F, last operating with Readman, Redcar; it was new in 3/99.

5/15 – acquired are **W661/5/8/9/72-4 CWX**, a total of seven Volvo B7TL/Alexander H47/28F, last operating with Arriva Yorkshire as their 661/5/8/9/72-4; they were new to the company in 5/00.

FOWLER, Holbeach Drove (Fowler's Travel)

3/15 – sold in a preserved condition are **CJN 441C** (ex Southend), a Leyland PD3/Massey H38/32R; **JDO 241W** (ex WH Fowler), a Bedford YMT/Plaxton C53F; and **PEF 6X** (ex Stanhope), a Bedford VAS/Duple DP31F – the latter two via Graveling (dealer), Bourne.

5/15 – acquired is **JG04 RAM**, a Volvo B7R/TransBus Profile C57F, last operating with Rambler, Hastings.

6/15 – acquired is **G601 XMD** (A10 WHF, G601 XMD), a Leyland Tiger/Plaxton C53F, last operating with Provence, St. Albans; it was new to London Buses as their TPL5 in 4/90 and had spent a spell with Fowler's between 1994-9. Also acquired during the same month is **NB03 BUP** (G14 DJD, NB03 BUP, OBR 297), a

Volvo B12B/Plaxton C51Ft, last operating with Dickinson, Wrangle; it was new to Greaves, Annitsford, in 5/03 as their 14.

8/15 – acquired are **X648/54 LLX**, a pair of Volvo B7TL/Plaxton President H43/25D, last operating with Holloway; they were new to Metroline London Northern as their VPL148/54 in 12/01.

GHP TRADING, Ancaster (AC Williams, Southern Holidays)

3/15 – re-registered is **C6 ACW** (YN04 GFG), a Scania K114/Irizar, to **BM04 ZPE**.

4/15 – sold is **BM04 ZPE** (C6 ACW, YN04 GFG), a Scania K114/Irizar C49Ft, passing to Filer, Stanton Wick. Acquired during the same month is **S636 MKH**, a Volvo OLY-50/Northern Counties H47/29F, last operating with Lawton, Stickney; it was new to EYMS as their 636 in 10/98.

5/15 – acquired is **YN13 BXC**, an Irizar i6/Irizar C57FLt, last operating with Mearns Executive Travel, Blantyre; it was new to Arvonja, Llanrug in 7/13. It was re-registered to **LI7 SHL** the following month.

6/15 – re-registered **LI7 SHL** (YN08 HZJ), a Scania K470EB6/Irizar, to **C6 ACW**.

GRAYSCROFT, Mablethorpe

On loan from 13-27 July was **KX07 HDH**, a Volvo B12B/Plaxton C49Ft from DawsonRentals (dealer); it was new to Stansted Transit, Stansted Airport

GREGORY & WILSON, Caistor (Johnsons Coaches)

3/15 – acquired are **ONZ 1126/PSU698** (05-D-45267/05-D-47695), a pair of Scania K114EB4/Irizar C49Ft, last operating with Edinburgh Coach Lines, Edinburgh as their 724/705; they were new to Eire Bus in 5/05.

7/15 – the company removed operating centre: PA Dunwell Transport, North Kelsey Road Industrial Estate, Caistor, LN7 6SF and replaced it with: AH Motorsports Ltd., North Kelsey Road Industrial Estate, Caistor, LN7 6SF.

GRIMSBY COLLEGE, Grimsby (Grimsby Institute)

5/15 – the company increased the number of vehicles allocated to its O Licence from 15 to 19.

HAINES, Frampton West (Phil Haines Coaches)

11/14 – sold is **N855 OMO**, a Dennis Javelin/Berkhof C53F, passing to Hall, Coventry.

HOLT, Swinefleet (Sweyne Coaches)

12/14 – sold is **WLZ 8016** (G813 GSX), a Leyland Olympian/Alexander H51/30F, passing to Direct Film Vehicles, Aigburth.

5/15 – re-registered is **X578 USC**, a Dennis Trident/Plaxton, to **JJI 1989**.

HOLLOWAY, Scunthorpe

7/15 – sold are **X635/9/57 LLX**, a trio of Volvo B7TL/Plaxton Presidents with varying capacities, passing to GHA Coaches, Wrexham via Ensign (dealer), Purfleet the following month. Also sold from the same batch are **X663 LLX**, passing to 2 Way Travel, Scunthorpe via Ensign during 8/15; and **X648/54 LLX**, passing to Fowler, Holbeach Drove, again via Ensign during 8/15.

KIER FPS, Lincoln

4/15 – sold is **YJ06 YSN**, an Optare M780SL/Optare Slimine Solo B24F, passing to S&S Travel Services, Oldham.

LAWTON, Stickney (Lawtons, G & L Coaches)

8/13 – sold for scrap are **M681 TDB** (KAH 580B (Kenya)), a Dennis Dragon/AVA CH92F; and **N386/90 OTY**, a pair of Scania N113/East Lancs CH45/29F.

11/14 – acquired are **S299/330 PKH**, a pair of Mercedes-Benz O405/Optare Prismas B49F, last operating with EYMS (their 299/300), to whom both were new in 12/98. We also understand the previously reported acquisition by Fisher, Skegness of **P285 WAT**, a similar MBO405/Optare Prisma B49F, also from EYMS, was in fact acquired by Lawton. Its regular run, seeing it remain in Skegness for much of the day, caused the confusion. Sold during the same month is **GJI 5040** (G960 PFK), a Bova FHD/Bova C39Ft, for scrap.

12/14 – re-registered are **LI4 EXE** (R123 HEV), a Kassbohrer S250/Kassbohrer, to **RI23 HEV**; **P285 WAT**, a Mercedes-Benz O405/Optare Prisma, to **L20 EXE**; **S299 PHK**, a Mercedes-Benz O405/Optare Prisma, to

LI8 EXE; and **S330 PKH**, a Mercedes-Benz O405/Optare Prisma, to **LI4 EXE**. During the same month the company added an additional fleet name: **G & L Coaches**.

2/15 – sold is **R123 HEV** (*LI4 EXE, R123 HEV*), a Kassbohrer S250/Kassbohrer C49Ft, passing to Wigley (dealer), Carlton. Acquired during the same month are: **R417/782 SOY & S635/6 MKH**, four Volvo Olympians with Northern Counties H47/29F bodies; they were all acquired from EYMS. R417/782 SOY were new to Armchair in 12/97 & 3/98 respectively, while S635/6 MKH were new to EYMS in 10/98.

4/15 – sold is **S636 MKH**, a Volvo Olympian/Northern Counties H47/29F, passing to parent operator GHP Trading, Ancaster.

7/15 – acquired are **S630-2 MKH**, a trio of Volvo OLY-50/Northern Counties H47/29F, last operating with EYMS, to whom they were new as their 630-2 in 10/98. Sold for scrap during the same month is **B761 GSC**, a Leyland Olympian/ECW H51/32D.

Although this operator's coach operation was sold to GHP Trading (AC Williams) last year, a number of coaches continue to be based at Stickney and are operated with Lawton O-Licences, though some have also been noted operating with GHP Trading O-Licences when operating out of that operator's Ancaster premises.

MARTIN, South Cave (Ski Chamois)

5/14 – re-registered was **B15 BOL** (*L5 KFC*), a Scania K113TRA/Berkhof, to **K14 EBE**.

3/15 – sold are **K12/4 EBE** (*B10 BOL, M4 KFC/B15 BOL, L5 KFC*), a pair of Scania K113TRA/Berkhof CH57/23Dt, passing to PTB, South Cave.

MATTHEWS & ASH, Grimsby (Goldwing)

1/15 – sold is **VLZ 7435** (*J833 KHD, 7529 UK, J833 KHD*), a DAF MB230LT615/Van Hool C51Ft, passing to Parmar, Great Lever.

4/15 – acquired is **NUI 5240** (*J159 JAS, YNJ 434, J159 JAS, ESK 934, J458 CWT*), a Volvo B10M-60/Plaxton C55F, last operating with Amvale, Grimsby; it was new to Wallace Arnold, Leeds as C50F in 4/92.

MG COACHES, Waltham

3/15 – re-registered is **YN07 DZH**, a MAN 18.360/Noge-N, to **MIG 9607**.

4/15 – sold in a withdrawn condition is **I37 DAF** (*G826 YJF*), a Bova FHD/Bova C49Ft.

NATIONAL HOLIDAYS, Anlaby

11/14 – sold is **657 (NH04 HCH (GT04 RRR))**, a Volvo B12M/TransBus Paragon C48Ft, passing to Evobus (dealer), Coventry.

1/15 – sold are **664/6/7 (MX04 AFJ/N/U)**, a trio of Volvo B12M/TransBus Paragon C48Ft, passing to Solus, Tamworth.

3/15 – sold are **654/60 (NH04 E/LCH (GT04 DGT/ZZZ))**, a pair of Volvo B12M/TransBus Paragon C48Ft, passing to Solus, Tamworth. The 23 new Mercedes-Benz Tourismos that arrived during the same month (**LEYTR** May/June) have been allocated consecutive fleetnumbers: 761-83 (**NH15 B-H/JCH, NH15 B-H/J-N/P/R/SDH**).

6/15 – sold are **754/5/7 (NH05 E/F/HDH (MX05 AJY/KF/HZ))**, a tri of Volvo B12M/Plaxton Paragon C48Fts, passing to Solus (dealer), Tamworth.

PC COACHES, Lincoln

3/15 – new is **PC15 PCC**, a Scania K400EB6/Lahden Omniexpress C63Ft.

4/15 – new are **YJ15 ARX/Z**, a pair of Optare M8900SR/Optare Solo B30F.

PTB, South Cave (European Bike Express)

3/15 – acquired are **K12/4 EBE** (*B10 BOL, M4 KFC/B15 BOL, L5 KFC*), a pair of Scania K113TRA/Berkhof CH57/23Dt, last operating with Martin, South Cave; they were new to O'Neill, Gillingham in 8/94 and 1/94 respectively.

SLEAFORD TAXI, Sleaford (Sleafordian Coaches)

5/15 – the company increased the vehicle allocation for its O Licence from 35 to 38.

6/15 – acquired is **SK52 OHY**, a Dennis Dart SLF/Plaxton B42F, last operating with Lothian Buses, to whom it was new as their 55 in 11/02.

A KNIGHT'S TALE

Bus operators really do need a crystal ball

STEVEN KNIGHT looks at the big issue facing bus operators.

I well remember the 'concern and uncertainty' that surrounded the deregulation of the bus industry in 1986. I was working for the West Midlands Passenger Transport Executive at the time and deregulation was accompanied by reorganisation. That said, colleagues in the National Bus Company had the 'double whammy' of both privatisation and deregulation.

I am not going to suggest that the pre-deregulation and nationalised business model would have been any more successful than the deregulated model. I firmly believe that deregulation encouraged entrepreneurship. It encouraged investment. It encouraged customer service. It encouraged risk. But most of all it forced operators into change.

It was an uncomfortable change. Bus services had to stand on their own feet, which meant a whole raft of service changes and buses were run for the passenger and not on a timetable that had operated for decades and was constructed around the operator. Lots of new services emerged using minibuses or, to be precise, converted bread vans. Look now at how many of these minibus services have developed. Yes, some have gone by the wayside as being uneconomical. Others now require much bigger buses.

For almost two decades after deregulation the provision of bus services seemed to fit with local government. Many services that could not wash their face financially were supported, but with reduced funding from Central Government to local authorities it was inevitable that support for bus services would be the first to be cut.

The big groups have been able, to some extent, to ride the funding challenges, but even here some have been forced to cut services, close garages or even totally withdraw from some towns.

For the independent operator, it has been tough. The loss of just a small number of contracts can affect the bottom line and investment has to be paused. Not easy with further deadlines for fully DDA-compliant fleets looming.

For the smaller operators who have survived, and there are a number in the **LEYTR** area, as well as the larger groups there is another attack on the horizon. They are eagerly awaiting publication of the Government's Buses Bill, which is widely speculated to include granting powers to local authorities for London-style franchising. This could eliminate risk from the operator in return for a percentage return on turnover. More importantly it could stifle future investment, discourage risk and expansion and even force some operators to 'throw in the towel'. For the big groups, they face taking a huge hit on share price. For all the value of their assets (buses and depots) could plummet.

Writing in *Route One* magazine, Brylaine Travel of Boston says: "Investment is likely to come to a shuddering halt... orders for new vehicles are now in the 'pending' tray and are likely to remain there for some considerable time".

Delaine Buses has questioned whether there will be a future for many local bus operators and feels that if the Buses Bill goes down the franchising route it is nothing more than Nationalisation by another name and local bus operators could actually face predatory bidding from larger organisations. So high is the level of concern that the operator has cancelled an order for a new double deck it had planned to add to its fleet early next year and is delaying taking a final decision on another new vehicle it was planning for the end of 2016.

There is no doubt in my mind that anything that takes up significant management time can only be bad news for the passenger. It is inevitable that focus will be taken off the day-to-day operation.

The only thing bus operators can hope will give them an insight into the future is a crystal ball, and they are in extremely short supply at the moment.

Steven Knight is a former Media Manager at Virgin Trains and has previously worked Assistant Editor on RAIL magazine. He now runs his own publishing and PR business and is a Chartered Member of the Institute of Logistics and Transport and a member of the Chartered Institute of Journalists and the Chartered Institute of Public Relations.

Goodbye, St. Marks!

BRIAN HOLMES takes a look back at Lincoln's St. Marks Bus Station, which closed 20 years ago.

28 October 2015 marks the 20th anniversary of the closure of St. Mark's Bus Station in Lincoln, which had been opened in 1959 to replace the three termini – High Street Bus Station, Thorn Bridge (site of today's City Bus Station) and the St. Mark Street bus stops. St. Marks Bus Station incorporated passenger facilities (enquiry office, cafeteria, waiting room and toilets) plus depot and Head Office accommodation. The office block replaced Lincolnshire Road Car's previous headquarters at Bracebridge Heath, where the former aircraft hangar continued to be used as Road Car's Central Works until 1981.

The last bus ever to leave St. Mark's was the 1905 Service 601 to Grantham. With effect from 30 October, most of the bus services picked up in St. Mary's Street (outside the former Grand Hotel near the Central Station) and a bus stop in St. Mark Street, outside the closed Road Car depot. The garage/depot facilities are now at Great Northern Terrace, housed in a former DMU train depot, whilst Head Office is now at Deacon Road (on the east side of the City, off Outer Circle Road), after spending a few years at the Lincoln Corporation Transport offices when St. Mark's Bus Station closed down.

As a gricer who had happy memories of St. Mark's, I spent the weekend in Lincoln (travelling up from my home in Surrey) at the end of October 1995, so that I could visit the bus station on the morning of its last day of operation. Although the bus station was not due to close until the evening, workmen were already busy dismantling the bus stops inside the station. The enquiry office had already closed – the former LCT travel shop had now taken over this facility up at the City Bus Station – and looking through the windows I saw piles of rubble, plus a large gaping hole where the enquiry counter had been situated. I then boarded a Road Car X3 coach to take me up to Grimsby – looking back with a sad expression on my face as I left “Road Car, St. Mark's” for the very last time.

Seafront & Holiday Camps

Cleethorpes has had seafront bus services since 1959, culminating in Stagecoach's 'Cleethorpes Seaisiders' today. In the first part of this definitive article charting the changes, ALAN TYE looks back from 1959 to 1978.

After the Second World War, Cleethorpes as a holiday resort gradually recovered and by 1955 a record number of visitors were arriving in the town. Visitors could use a number of normal everyday trolleybus and motorbus routes along seafront roads but by 1957 there was a growing demand for special services catering for holidaymakers.

At this time buses on Service 12 from Cleethorpes Market Place terminated at North Sea Lane (Beachholme Holiday Camp), Humberston but this was some distance from the beach and the expanding area of chalets and caravans. A service was clearly necessary for the beach area in the summer. In March 1957 a Mr M Fowler applied for permission for a service from the North Sea Lane bus terminus to Humberston Beach but was opposed by Grimsby Cleethorpes Joint Transport and it was refused. However a private taxi service did commence about this time. GCJT then sought permission to run a service. The roads to be used were not public roads so permission had to be obtained from Grimsby Rural District Council instead of obtaining a licence from the East Midland Traffic Commissioners. The Council gave their permission for the service and in return they received 2.5% of fare receipts.

In 1959 Grimsby Cleethorpes Transport purchased Morris J2BM (petrol) 1489cc minibus MEE 200 (chassis no. 41477) at a cost of £677-10s-0d (£677.50) for use on the new, short seafront service operating from the North Sea Lane bus terminus to the Humberston Beach area. It provided a connecting service with Services 8X from Grimsby and Services 12 and 12X from Cleethorpes and entered service on the 1 July 1959 (some records say that the actual service from North Sea Lane to the Beach started on 1 August 1959, a month after the minibus entered service and was available for work). The 11-seater minibus was given fleet number 1, a number used until the previous year by Karrier Trolleybus JV 8701 and in earlier years by Garrett Trolleybus EE 6461.

In April 1960 approval was given to extend the minibus service by 200 yards into the Fitties Holiday Camp and we are informed that from 14 July 1962 the service was extended a further 200 yards into the Fitties to the shops.

In July 1963 a second 11-seater minibus arrived at a cost of £724-7s-6d (£724.37½). The new vehicle was Morris JO2BM (diesel), VJV 869 (chassis no. 105206) and was given fleet number 2. For a very short time both minibuses ran the service but from August 1963 number 1 operated on a 'C' licence therefore ending its short life as a PSV. It was then reported as withdrawn by July 1969 and scrapped in September the same year, finishing up at a local scrapyards in Cheapside, Waltham.

The minibus service was a very rare example of such operation by a municipal operator and as such people remember the service and regard it as the start of modern day GCJT dedicated seafront services. However, another sea front service started shortly before. It ran from Cleethorpes Pier to the Golf Course and started on 28 June 1959 for a three-month trial period. Unfortunately the new route could not reach North Sea Lane, Humberston because there was no bridge over Buck Beck and no suitable road. It ran again in 1960 from Easter to September but details of the 1961 summer services shows no service. In March 1962 it was proposed to reintroduce the service and the General Manager was authorised to exercise his discretion in the operation of the service and it duly recommenced for the 1962 summer season.

In Spring 1962 GCT acquired three 1950 Daimler CVG6 Burlingham single-deckers from Salford City Transport and were numbered 14-16 (CRJ 445-7). They arrived as 33 seater rear-entrance vehicles and were converted to 33 seater front-entrance buses for one-man operation. They also had two metal mountings fitted to the top part of the radiator grill so that a route indicator plate could be attached when being used on the seafront route. The plate read: High Cliff, Bathing Pool, Boating Lake, Mini Golf Course. In August 1962 number 14 and 15 worked the seafront route from the Pier to the Miniature Golf Course.

In 1964 minibus number 2 worked less frequently at Humberston and an occasional service using larger vehicles, mainly ex-Salford single-deckers, was run from North Sea Lane to the Humberston Fitties operating into the new caravan camps.

It's worth mentioning at this point that in 1965 GCT found themselves with an open-top AEC Bridgemaster! Could it be used for the seafront services? On the Saturday night of 27 March 1965

AEC Bridgemaster 131 (NJV 993) was accidentally driven under a low bridge next to the Mecca Ballroom in Wintringham Road, Grimsby. The bus was on a special service to pick up passengers from the ballroom. Parts of the top deck dropped onto cars parked on either side of the road but no one was hurt. By the following Saturday the vehicle could be seen parked in the depot with all parts above the upper deck waistrail having been removed. 131 was new in June 1960 and had a Park Royal H41/27R body. But GCT was not ready for a seafront open topper and on 14 June 1965 131 was seen back in service with a new roof after a visit to the bodybuilders. However, soon after this people did start thinking about having special vehicles for seafront services and sister vehicle 133 did become an open-topper a few years later.

By Spring 1965 work was complete on a rebuild at the North Sea Lane terminus. Roads were re-laid around a small roundabout and the bus shelter was demolished. Nearby, where the new Marineland was under construction, a new car park was built leading up to Buck Beck where a Bailey bridge was placed over the Beck. The car park effectively formed a road from Buck Beck to North Sea Lane. However bus services from Cleethorpes did not go over the bridge and were only extended up to Buck Beck where a turn round and shelter had just been built for the seafront service and extended Service 6X journeys. This was near the Marineland entrance and just a short walk away. But with this bridge in place and the new car park road on the North Sea Lane side there was the opportunity for the first time to run direct services along the seafront between Cleethorpes and Humberston; the matter of extending the service over the bridge was discussed at this time by Cleethorpes Council, but no immediate action was taken.

On the afternoon of 29 May 1965 the new Marineland was opened by the broadcasting personality Johnny Morris. AEC Reliance number 10 conveyed an official party while the extended service from the Pier was inaugurated by number 34, another similar Reliance. This service operated on Sundays only from 1pm at frequent intervals with a fare of 6 old pence (two and a half new pence). Vehicles on this service, and also those serving the entrance at North Sea Lane (Services 3X, 12, 12X) carried coloured signs reading "To and From Marineland and Zoo".

At the Transport Committee meeting on 16 June 1966 it was decided to try to start a service along the seafront from the Pier to the Marineland and Zoo and going over the Bailey bridge at Buck Beck to North Sea Lane, if there was agreement from Cleethorpes Highways Committee. It was also suggested that a withdrawn vehicle could be cut down for a seafront toastrack service but no more was heard of this idea. At the Transport Committee meeting on 21 July 1966 members criticised the decision the previous evening by the Cleethorpes Highways Committee not to allow a service over the Buck Beck Bridge and past the Marineland to North Sea Lane.

In late October 1966 Cleethorpes Council gave its approval to a plan to operate a through service Cleethorpes Pier–Marineland and Zoo–Humberston Fitties as an experiment the following summer, subject to the approval of the Highways Committee. At the Transport Committee meeting on 20 January 1967 it was reported that the new service between Sea Road (Pier), Cleethorpes and Humberston Fitties Holiday Camp via Bathing Pool, Marineland & Zoo and North Sea Lane end would operate half-hourly until 1930hrs, with additional services from 2200 to 2300hrs according to demand. It was to run at the Spring Bank Holiday weekend, daily during July and August, and Sundays only during September.

The story continued with Cleethorpes Council not agreeing to the operation of the new direct summer route to Humberston in the evenings as they insisted on closing the Buck Beck Bridge at 1930hrs, since it had to be staffed. The bridge was fitted with a continental-style lifting barrier and had a 10mph speed limit. Also there could be no Saturday early morning service from the camps.

Finally, after two years of meetings and deliberations, a direct through service from Cleethorpes Market Place to Humberston Fitties Holiday Camp commenced on Saturday 27 May

1967, Spring Bank Holiday weekend. On the first day of operation AEC Reliance number 4 was observed at 0940hrs passing over Buck Beck Bridge travelling from Fitties to Cleethorpes. Reliance number 13 then crossed the bridge heading towards North Sea Lane and the Fitties. With buses now travelling over Buck Beck the foundation was laid for the services of today. Some single deckers had "Direct Service" in yellow added to route number blinds for routes such as the seafront service.

In August 1967 it was reported that Morris minibus number 2 had been repainted and was in use on a "C" licence and not a PSV licence. It was withdrawn by mid-May 1970 and sold to a private owner. At the end of the 1967 season it was reported that the direct service from Cleethorpes Market Place to Humberston Fitties Holiday Camp had "proved very satisfactory" and there was a possibility of an all-year service from Cleethorpes as far as North Sea Lane. However this all-year service was not proceeded with. Early in December 1967 Cleethorpes Advancement Association criticised Cleethorpes Council's refusal to open the road past the Marineland at night, which prevented the Fitties bus service operating in the evenings.

Following the success of the new direct Fitties service, the Transport Committee agreed at their meeting on 22 February 1968, that the service should start at Easter, instead of Spring Bank Holiday weekend and also to run through June in addition to July and August, and on Sundays during September. But due to a shortage of drivers and a dispute over a productivity agreement, services started on Sunday 21 July 1968, operating half-hourly with two one-man single-deck buses. The importance of the direct Fitties route was shown by the fact that within hours of its re-introduction standees were being carried and the service continued to be well loaded. Due to further problems over productivity conductors were used from the following Tuesday.

During the first part of 1969 GCT was badly affected by a staff shortage made worse by 30 staff being off sick. It is interesting to note that the direct Fitties route only operated an hourly frequency over the Easter and Spring Bank Holiday weekends. It is not known whether this was caused by the staff shortages. On the 19 June 1969 Cleethorpes Council agreed after some opposition from some members, to ask GCT to extend the Fitties Holiday Camp service to run in the evening until 2300hrs, which required the Council itself to keep open the bridge over Buck Beck, an interesting reversal of policy.

In 1970 with no staffing problems the Fitties service was able to run in June which was originally planned for 1968 but there was still no late evening service. Then, with little warning, a new service was introduced on Friday 31 July 1970. The route started at the end of the North Promenade and then ran along the Promenade passing Wonderland, the Pier, High Cliff, the Bathing Pool and to the Marineland and Zoo. This was the first "sea front" route to Wonderland to be operated since Cleethorpes Corporation ran the Wonderland-to-Bathing Pool "runabouts" acquired from Provincial Tramways in 1936. That service ceased in 1939 on the outbreak of the Second World War. AEC Reliance number 18 was used on the new service and was specially repainted in cream with various artwork. Additional boards were fixed above the windows giving route information. Painted on the front and back boards was "Wonderland To The Zoo" and on the sides the same but in capital letters throughout and with an outward facing arrow at either end. An hourly service was operated from 1100 to 1600 and mention was made of using an open-top bus the following year! It emerged that this new service was started at the initiative of the Cleethorpes Advancement Association, who originally envisaged operating a service themselves. The *Grimsby News* for 12 August reported that the Association was to buy an open-topper from Southdown and present it to GCT! This didn't happen but the next year GCT was to buy a vehicle suitable for open-top work.

The Cleethorpes Market Place to the Fitties service continued and with a half-hourly frequency. In the evening duplicate vehicles had to be used owing to high demand. The new service from Wonderland carried 14,000 passengers over the 50 days it was in operation during 1970 and broke even. Capital estimates for 1971-2 revealed that one of the 1971 vehicles would be fitted with a

detachable roof so that the bus could be used for open-top working on the sea front. The bodybuilders originally estimated the cost at £300 and an offer was accepted from the Cleethorpes Advancement Association to meet this. However the estimate rose to £655. It was agreed that the extra cost would be shared jointly between GCT and the Advancement Association. Some £200 was raised towards the costs at a dinner held by the Association – an interesting way to pay for an open-topper! The 1971 Cleethorpes to Fitties service started over Easter and operated hourly increased to half-hourly and extended to the railway station on the Saturday morning.

New Daimler Fleetline CRG6LX (Chassis no. 64760) 94 (UJV 94J) arrived at the end of May 1971. It had a Roe convertible open top body (CO45/29D). It was basically the same as the rest of the batch (93/5-97, Roe H45/29D) apart from details in the upper saloon, external hooks (for use when removing the roof), and the removable roof and upper deck windows. Guard rails and a “windscreen” were supplied for use when being used as an open-topper. The roof of 94 was duly removed and left resting on blocks of wood on the depot floor and the open-topper began service on the hourly Cleethorpes Wonderland to Marineland and Zoo service sometime after the 14 June 1971. In September, 94 had its roof refitted and the vehicle entered normal service.

In 1972 Grimsby Town Football Club gained promotion to Football League Division Three. Daimler Fleetline 94 consequently had its top removed for the team to use the vehicle for a triumphant drive from Blundell Park football ground to Grimsby Town Hall. As this happened in May it was expected that the roof would be left off and 94 would start its summer service as an open-top bus. However after the use by the football club on 11 May 1972 the roof was put back and the vehicle was in normal use two days later. Eventually the roof was removed again in 1972 and 94 operated the normal seafront service during the school holidays.

During 1973 GCT had extreme difficulty in keeping services operational because of a shortage of mechanics to repair and service vehicles and strike action by fitters. Consequently the open-top seafront service was operated with conventional double deckers so that convertible bus 94 could remain in normal service.

Then again in 1974 GCT had maintenance problems made worse by a lack of drivers and also the late arrival of new vehicles and it looked increasingly likely that 94 would not be available for seafront service. Already early season services had been operated by any available vehicle. Then something unexpected happened one June afternoon in 1974. AEC Bridgemaster 133 (NJV 995), which entered service 18 June 1960 and was still in regular use, was being road tested after routine servicing etc and unfortunately ran off the road and into a ditch at Stallingborough. The vehicle was recovered and towed back to the depot but the roof was severely damaged. Eventually it was decided that 133 should have the rest of the roof removed and be fitted with the windshields and guard rails etc from convertible open top 94 and become a permanent open topper. Bus 94 therefore had its roof fixed in position permanently. After conversion 133 was repainted in revised livery style and entered service on the Wonderland to Marineland and Zoo service during August 1974.

133 successfully passed its MOT week ending 26 April 1975 in readiness for its first full season as an open-top bus.

In 1976 the Cleethorpes Market Place to Humberston Fitties service operated hourly from Easter with an increased frequency from the Spring Bank Holiday weekend when it was amended to depart 0920 from Cleethorpes Market place and every 30 minutes to 2250. Fitties Camp departures started at 0945 and every 30 minutes to 2245 and then 2310 via the 3C route back to the bus depot. On a Saturday the service was extended to start at Cleethorpes Railway Station leaving the station at 0915 and every 30 minutes to 1315. From Fitties departures were 0830, 0915 and every 30 minutes to 1315. The Wonderland to North Sea Lane service, operated by open topper 133, commenced on Saturday 29 May 1976 and operated Sunday and Monday at Spring Bank Holiday weekend and then

continued on Sundays only until further notice. Departures from Wonderland were at 1315, 1400, 1445, 1530, 1615, 1700, and 1745. North Sea Lane departures were at 1340, 1425, 1510, 1555, 1640, 1725 and 1810 with the last journey running to Sea Road only. With effect from Saturday 17 July 1976 the full Summer services came into force on Service 17 (Cleethorpes Market Place to Fitties Camp), giving a 20-minute service from 0920 until 2300 and with the first Fitties departure at 0945. On Sunday 25 July 1976 the open-top service was extended from North Sea Lane roundabout to the one-way loop on the Fitties Camp ("The Oval"). 133 had the following destinations added to its blind to read (from Wonderland) Leisure Park, North Sea Lane, Fitties Camp and (from Fitties) Leisure Park, Cleethorpes, Wonderland. The service operated (Monday to Friday) from Wonderland 1015 until 2000 at 45-minute intervals and leaving Fitties at 1035 and every 45 minutes until 2020, which ran to Sea Road only. On Saturdays it commenced at 1315 until 2020 and on Sundays at 1230 until 2020. The service was now numbered 18. No mention was made of the use of the identity "route 17" (see above) but this is the first time we have record of the use of "17" to identify the route.

In 1977 services again started at Easter. On Good Friday (8 April) Sunday and Monday services departed Cleethorpes Market Place 1020 and hourly to 2220 and from Fitties at 0945 and hourly to 2145 plus 2240. On Saturday the service ran from Cleethorpes Railway Station at 0915 and half hourly to 1315. Buses left Cleethorpes Market Place half-hourly 0920 to 1320 and then hourly to 2220. From Fitties departures were at 0830, 0915 and half-hourly to 1315 (to Cleethorpes Railway station) then 1345 (to Cleethorpes Market Place) and hourly to 2145 plus 2240.

Service 17 (Fitties Camp) commenced daily running from 28 May running hourly 0920 to 2220 from Cleethorpes Market Place, and 0950 to 2250 from Fitties. With effect from 4 June until mid-July the service ran every 30 minutes from 0920 to 2250 from Cleethorpes, and 0945 to 2245 plus 2310 from the Fitties. Saturday extensions from Cleethorpes Railway station departed 0915 and every 30 minutes to 1315. From Fitties departures were at 0830, 0915 and every 30 minutes to 1315.

Service 18 (Wonderland–Fitties (The Oval)) commenced running Sunday and Monday 5 & 6 June and then Sundays only until mid-July departing Wonderland at 1315 and every 45 minutes until 1830. From Fitties at 1335 and every 45 minutes to 1850 with the last journey only running as far as Sea Road, Cleethorpes.

With effect from Sunday 17 July 1977 the Fitties Service 17 became every 20 minutes starting at 0920 from Cleethorpes Market Place with the last departure at 2300. The first bus from Fitties ran at 0945 and last departure was at 2305, the 2325 returned to the depot via the 3C route.

With effect from Saturday 23 July Service 18 (Wonderland to Fitties Oval) ran daily with the first bus from Wonderland at 1100 and from Fitties at 1035 (Monday to Friday). On Saturday and Sunday the service commenced at 1315 from Wonderland and from Fitties at 1335. Last buses were at 1830 from Wonderland and 1850 from Fitties (to Sea Road only). The daily service operated until and including Monday 29 August 1977.

1977 was the Queen's Silver Jubilee year and open-topper 133 had the upper deck repainted silver edged with blue. 133 was used in the Jubilee Parade on the 28 May 1977 and also had commemorative Jubilee posters applied to the front and sides of the vehicle. 133 continued to operate with its silver paint for the rest of the season. In 1977 GCT produced a useful free pocket-sized timetable booklet of all services. It had a printed date of "February 1977" but was date stamped 17 April 1977. Seafront services were included as follows:

17 Cleethorpes (Market Street)–Bathing Pool–Leisure Park–North Sea Lane–South Beach Caravan Park–Fitties Camp. SUMMER SERVICE ONLY

18 Cleethorpes (Wonderland)–Cleethorpes Pier–Bathing Pool–Leisure Park–North Sea Lane–South Beach Caravan Park–Fitties Camp (North end–The Oval). Open Top Service. SUMMER SERVICE ONLY

However neither had any details of times but instead had a note: "Leaflets giving full details issued in May." Presumably this was because of seasonal and year to year variations.

So by the end of 1977 the future looked good for the seafront services with two routes firmly established, a permanently open-top double-decker, a fairly regular timetable pattern, and inclusion in the timetable booklet albeit in summarised form. However there was a cloud on the horizon in that 133 was already 17 years old and the COF (certificate of fitness) was due to expire in July 1979. Depot staff had already considered replacing 133 with another vehicle utilising a Daimler CVG6/30 (one of the 51-57 series) or a Willowbrook bodied Fleetline (65-67) but the fear was that with the pressures of increasing costs and fare increases the Undertaking may not have felt justified in spending cash on converting a bus to an open topper. Week ending 22 April 1978 open-topper 133 passed through the paintshop and lost its Silver Jubilee livery. It was put back into fleet livery but retained the two thin blue lines which edged out the silver top deck panels and now edged out the cream and this did improve the look of the vehicle. **To be continued...**

Rail Touring Half a Century Ago

PETER WOMBWELL looks back at a memorable rail tour around many closed lines in our region 50 years ago.

Under the Beeching proposals, many lines in our area were under the threat of closure. It is not surprising that in light of this, ardent enthusiasts determined to get their last chance to travel these routes, did so by means of several rail tours in the 1960s. One such tour, organised by the Locomotive Club of Great Britain (LCGB), ran on 24 April 1965, and set out from London St. Pancras at 0825 with a Britannia Class 4-6-2 locomotive 70052 *Firth of Tay*. After traversing the Midland Main Line and stops to replenish the locomotive's water supply at Bedford and Leicester (London Road), it made its way to Nottingham's Midland station. Here the Britannia was detached and in its place, 44401, an ex LMS 2-6-0, was attached to the western end of the train in front of BI 4-6-0, 61406.

The formation then proceeded along what is now the Robin Hood Line, by then having closed to passengers on 12 October the previous year. After passing Mansfield it reached Shirebrook where 44401 was detached. The train left with 61406 diverging from former Midland Railway route by way of a short link line, from Shirebrook Junction to Warsop Main Junction, which had closed on 7 September the previous year. It then gained the metals of the erstwhile Lancashire, Derbyshire & East Coast Route, which once connected Chesterfield and Lincoln.

The Chesterfield to Shirebrook North section had already been closed for a number of years (3 December 1951), leaving just a truncated service between Shirebrook and Lincoln Central, which lasted just another four years (19 September 1955). After this it continued to be used by seasonal through/excursion trains to/from the Lincolnshire and Yorkshire Coast, but these too had ceased on 5 September 1964.

On reaching Lincolnshire, it continued along this line, still heavily used by freight trains, to join the former Great Northern & Great Eastern Joint Line (Lincoln–Doncaster) at Pyewipe Junction and continued to Pyewipe West to take on water before continuing over the much lamented Lincoln Avoiding Line (which was then very heavily used) and thence via the former Great Northern Railway loop line through Bardney to Coningsby Junction (which had ceased to be a junction with the closure of the rest of the route to Boston (on 17 June 1963)), and along the "New Line" through Coningsby to join the East Lincolnshire Line at Bellwater Junction.

Firsby was avoided by utilising the South Jn–East Jn curve (now part of the present branch) and the scheduled arrival at Skegness was 1411. Here, on platform 5, ex-LMS 2-6-0 43108 was attached

and scheduled to depart at 1430 where it then proceeded to Firsby and Willoughby to Mablethorpe where the locomotive detached and run round to be attached to the other end of the train. Meanwhile, 61406, which had been left behind at Skegness, was reversed at the triangle there and worked “light engine” to Boston.

On leaving Mablethorpe, with 43108 running tender first, the train re-joined the East Lincolnshire Line at Willoughby and thence continued as far as Boston where 61406 was waiting on the parallel Up through line at the station and replaced 43108 – a slick manoeuvre scheduled to take only eight minutes!

The return journey proceeded via Sleaford and the Grantham avoiding line to Nottingham Midland. Here it was reunited with 70052, which joined the eastern end of the train whilst the BI was detached. From here it took the former Midland Railway route to Melton Mowbray, which was under threat of closure although this did not take place until 1 May 1967, and even nowadays much of it remains open and is used as a test track. Continuing to Oakham, it then left the Peterborough line to head towards Kettering, crossing the famous Welland viaduct. This section of line would lose its passenger service the same date as Nottingham to Melton Mowbray, but is still open today and is utilised by a small number of scheduled East Midlands Trains services as well as freight and the occasional diverted passenger train and rail tours. The Midland Main Line was rejoined, and with a brief water stop at Wellingborough, the train returned to St Pancras where it was scheduled to arrive at 2040, a journey of just over 450 miles in total!

To conclude we have a few illustrations of what must have been a fascinating day out.



PHOTOS

Top Left: **43108** at platform 5 in Skegness before departure to Mablethorpe (Photo: Peter Wombwell collection).

Top Right: **43108** after arrival at Mablethorpe where the locomotive was detached and joined to the other end to depart tender first (Photo: Alan Sainty collection).

Bottom Left: At Boston, **43108** after arrival with 61406 standing on the “up” through road before the locomotives were exchanged (Photo: Alan Sainty collection).