



LINCOLNSHIRE AND HUMBERSIDE TRANSPORT REVIEW



LINCOLNSHIRE AND HUMBERSIDE TRANSPORT REVIEW

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

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Annual subscription (six issues per calendar year and including postage) as indicated on our current subscription form. All subscriptions should be sent to the Membership Secretary, Mr. D. Kaye, 40 Southlands Avenue, Louth, Lincolnshire LN11 8EW. All articles, news items, and other communications should be sent to the Editors, 50 Legsby Avenue, Grimsby, South Humberside, DN32 ONN.

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COVER ILLUSTRATIONS

Top : A pleasant South Lincolnshire scene with Delaine No. 79 (EKR152L Leyland Atlantean / Northern Counties) at Market Deeping on route for Peterborough.
(Photo: D. Kaye)

Below : In sharp contrast to the above view, our industrial scene shows a British Rail Class 47 locomotive at Immingham M.P.D. This depot plays a key role in providing locomotives for the major flows of freight traffic to and from the area.
(Photo: A. Tye)

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.

back to Lincoln along Brant Road, a journey which is shared with route 8 (Lincoln-Brant Broughton-Newark), but the M1/M2 make two diversions through new housing estates, the first included Acacia Avenue (I looked in vain for the dramatic No.27!) and Hollywell Road; the second had many Irish names such as Larne Road, and is shared with Lincoln City route 14.

The final run into the city was uneventful, and most of the passengers alighted outside Lincoln Central Railway Station: an amenity now shared with the former routes 1/21. The entire circular had lasted 56 minutes, compared with the 45 minutes allowed by the old 1/21 circular.

My final verdict? The courtesy shown by our driver was second to none, and I hope that all the others are as cheerful and helpful. As for the vehicle, I found it cramped with little leg room, and I was thankful that there was no need of the six hanging straps for standee passengers! I was pleased to note the warning at the front of the saloon: 'ROAD RUNNER IS A NO SMOKING ZONE'.

For the record we had 12 passengers all told. Nos. 40, 44 and 46 were the others on route M1, whilst M2 was being worked by Nos. 42, 45, 48 and 49 on that particular day.

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DEREGULATION : PRINCIPAL CHANGES OPERATOR BY OPERATOR. (Part Two).
Compiled by David Kaye.

In addition to the services listed in the November/December 'Lincolnshire and Humberside Transport Review' there are numerous cases where school buses have now been licensed to carry fare paying members of the General Public as the following list indicates.

APPLEBYS

Market Rasen - Caistor.

BARNARD

Brigg - Kirton-in-Lindsey

BURCHNELL

Bourne Town Services.

BRYLAINE

Old Bollingbroke - Horncastle.
Great Steeping - Wainfleet.

DELAINE

Whittlesey - Baston.
Morton - Bourne.
Little Casterton - Baston.
Wansford - Baston.

DENT

Caistor - Brigg.

DICKINSON

Boston - Stickney.

EAGRE

Kirton-in-Lindsey - Blyton - Gainsborough.
Kirton-in-Lindsey - cliff villages - Gainsborough.
Gainsborough - Ingham.

EVERETT

Snitterby - Kirton-in-Lindsey.
Atterby - Holton-le-Moor.

GASH

Long Bennington - Newark.
North Hykeham - Newark.
Newark - Welbourn.

GRAYS CROFT

Alford - Mablethorpe.
Mablethorpe circular.

HOGGS

Boston - Stickney.

HUNT

Maltby-R-Marsh - Alford.
Willoughby - Alford.
Welton-le-Marsh - Alford.
Burwell - Alford.
Withern - Alford.

KIME

Folkingham - Dembleby circular.
Folkingham - Baston.
Folkingham - Billingborough.
Hacconby - Bourne.
Pointon - Bourne.
Pointon - Sleaford.
Osournby - Grantham.
Grantham - Corby Glen.
Ropsley - Corby Glen.

LINCOLN CITY TRANSPORT.

Lincoln - North Hykeham schools (Contract).

RELIANCE.

Grantham - Melton Mowbray.
Grantham - Allington.
Grantham - Long Bennington.

ROSE.

Holbeach St. Johns - Wisbech.

WINGS.

Sleaford - Billinghay circular.
Sleaford - Cranwell.
Sleaford - East Heckington.

There are also certain works services that can now take fare paying passengers from the General Public, viz.

BLAND (Stamford).

Uppingham - Stamford	}	M - F when the Blackstone Works are open.
Oakham - Stamford		
Market Overton - Stamford		
Sleaford - Stamford		

DELAINE

Morton - Bourne - Stamford)

SECOND SAMPLING OF THE 'SPRINTER'.

On Friday , 3 October 1986 I decided that it was cheaper to go from Lincoln to Nottingham and back by rail than to drive. Indeed a Day Return of £2.80 represented a good bargain these days, working out at 4.25p per mile, or expressed differently as 2.45p per minute.

So I made my way to Lincoln Central platform 7 (although there are only three operational platforms, they are still numbered 5, 6, 7, from the pre-May 1985 days when lower numbers were reserved for St. Mark's Station. The Central has been extensively refurbished of late and television screen destination sets have been installed, although not yet working on the day in question. DMU set E53035/54035 arrived from Cleethorpes, passengers changing onto the new 'Sprinter' DMU unit 150 123 for Birmingham (New Street). The DMU engine coolant trolley parked on platform 6 was not required.

The train left on time at 09.35 travelling along the new spur line after West Holmes signal box, until it picked up the old trackbed out of the derelict St. Mark's. If one wants evidence of the Recession since 1979 one has only to travel between Lincoln and North Hykeham to see mass dereliction (including the rotting remains of ex-Lincoln City double deckers 96 and 97!) and the newer much smaller industrial units that have taken their place recently.

The tracks between Lincoln and Newark have long been amongst the poorest in our area, so this would be a stiff test for the new train, a test which I felt it passed with flying colours. We ran smoothly into the wooden platform that is the up staggered side of North Hykeham station, and pulled away just as gracefully. Then it was past the cottage ornes that the Midland Railway built for their employees and those small wooden signalboxes with their wooden pinacles, changeless in a changing world where the Guard has been redesignated the Ticket Examiner! And so over the cross-over points, behind the present and past breweries and into Newark Castle station, where many passengers alighted and even more boarded us.

From here on we roughly followed the Trent (if a dead straight line can be said to follow a set of meanders?), past Staythorpe Power Station with all its accompanying coal wagons and sidings. At Fiskerton the Junction recalls the days when a branch line served Southwell and then went on to Mansfield (now the largest town in Britain with no railway station). The warning hooter on the 'Sprinter' is no more melodious than on its predecessors, and was needed several times on this journey due to gangs of platelayers (if they are still so termed) at work. Burton Joyce's platforms on the banks of the great river were deep in golden leaves. At Carlton a Nottingham City Dodge minibus with a 25-seat Reebur body was waiting at the gates, for here we were in Nottingham suburbia. Soon afterwards we joined the tracks from Granton at Netherfield Junction and then a view of the Georgian mansion that is Nottingham Castle as we drifted into the former Midland Station, only three minutes late in spite of delays due to track maintenance.

The 15.25 ex-Nottingham came in late from Derby and was crowded to capacity in spite of the hourly frequency on this route. 150 110 picked up some schoolboys at Carlton and there were not seats for everyone until we left Lowdham. If anybody had a complaint on this return journey it was that on a remarkably mild afternoon the carriages seemed to be overheated. However, in my estimation these new DMUs have rightly won back traffic for B.R.

David Kaye.

TIMETABLES FOR DEREGULATION.

For some years, Lincolnshire Road Car have issued a series of loose-leaf format booklets and leaflets, enabling a comprehensive timetable folder to be kept up to date. This has ceased on deregulation, being replaced by a series of local leaflets, each giving only the services in a certain area. No mention is made of the services offered by other operators, even where these provide, for example, a tendered evening and Sunday service to complement LRCC's own commercial daytime operation. Leaflets issued include those for Grimsby, Lincoln (Ermine St./Wragby Road), Lincoln (Birchwood /N. Hykeham), Lincoln - Sleaford, and Country Courier.

Humberside County Council issued individual leaflets for tendered services, but not comprehensively. Lincolnshire County Council issued a series of newspaper-style publications, giving very extensive information on services operated from 26 October, including all the tendered services (marketed under the title 'Bus Lincs'), commercial services where these run parallel, and a summary of service changes in each area. In low-density areas virtually all services are covered, but for others, the operator has to be contacted to obtain the timetable (notably around Lincoln). Four areas, corresponding to one or more district councils, are covered:

- 1.) East Lindsey
- 2.) South Holland/South Kesteven (this being published and distributed by the Lincolnshire Free Press in association with the Grantham Journal and Stamford Mercury).
- 3.) Lincoln, West Lindsey and North Kesteven.
- 4.) Boston and Sleaford.

Details of address and telephone numbers for all operators are given.

Lincoln City Transport issued a new timetable book and also a newspaper-style publication explaining changes in detail. Grimsby-Cleethorpes Transport continue to offer leaflets as produced earlier in 1986 for their changes. Independent operators have leaflets available on request in some cases, but do not appear to have made any particular efforts at greater publicity.

LINCOLNSHIRE EXPRESS.

The deregulated service network brought into effect from 26 October cut a good many through links offered on the Lincolnshire Road Car Company's network which had been operated as 'interurban' local bus services via intermediate villages. Although competing with rail, at any rate on paper, these were generally slow, and through traffic was probably thin. Their withdrawal has in some cases left isolated certain intermediate villages not served by local replacements, as reported elsewhere in these columns (for example, Tealby on the Grimsby - Lincoln route). Among services withdrawn were Grimsby - Scunthorpe (364) running six times each way (Monday - Saturday); Scunthorpe - Doncaster-Sheffield limited stop (359), once each way Monday to Saturday; the Lincoln - Newark - Manchester 'Lincman' service (X67), built up to two-hourly, daily service over the Lincoln - Newark - Mansfield section; and, a little earlier, the Hull - Grimsby service over the Humber Bridge (850).

Another long-established route to go was 85(Gainsborough - Retford-Worksop-Sheffield), joint with South Yorkshire and East Midland, whose history can be traced back to the Sheffield Joint Omnibus Committee from around 1930. Service 85 offered a two-hourly, daily link from the Gainsborough end: East Midland still run between Retford and Sheffield, although most journeys are confined to the Worksop - Sheffield section.

Unlike the loss of services at intermediate points, withdrawal of these through links does not necessarily create any serious hardship, since rail services remain (a somewhat ironic consequence of deregulation). However, motorway links have created opportunities for much faster through journeys than before, and rail does not always offer good access.

From Monday 24 November, LRCC launched a new 'Lincolnshire Express' network. The services all appear to fall in the totally uncontrolled 'express' category, since a minimum journey of 15 miles is stipulated (and minimum fare of £1), placing them above the distance needed to be registered as local bus services. It is not clear whether any replacement interurban links were offered during the four weeks prior to this date.

Services are operated by some of the Leyland Leopard/Plaxton coaches, in a striking orange colour scheme, with black detailing.

The Winter 1986/87 network is a very limited one, but some expansion might be expected next summer:

X10 Lincoln - Saxilby-Dunham-on-Trent - Retford - Worksop - Sheffield - Stocksbridge - Woodhead Pass - Manchester (Coach Station). Once in each direction over the whole route, Mondays to Saturdays, from Lincoln at 0825, arriving Manchester 11.30 Return at 1735, reaching Lincoln at 2039. Journey time is thus just over 3 hours, compared with about 4.5 on the X67, although links to Mansfield and Chesterfield are lost as a result of routing through Sheffield. From Manchester, a short working to Sheffield runs at 1235, returning to Manchester at 1515. LRCC thus becomes the 'local' operator over this section, following withdrawal of the South Yorkshire Transport (ex PTE) service. At Sheffield, connections are offered to hospitals via X11 (see below).

X11 Cleethorpes - Immingham - Brigg - Scunthorpe - Hatfield - Doncaster - Rotherham - Sheffield Central Bus Station - Sheffield Hospitals. One through trip each way, Mondays to Saturdays, from Cleethorpes (Market Place) at 0735, reaching Sheffield Bus Station at 1033. Return trip is at 1850, arriving Cleethorpes 2128. A return short working operates from Sheffield hospitals at 1413 to Scunthorpe, returning from Scunthorpe at 1645.

Journey time between Scunthorpe and Sheffield is 1.5 hours, the same as on the former 369, and no greater use seems to be made of motorway mileage, numerous intermediate points still being served. The emphasis on hospital links is noteworthy, journeys continuing from Central Bus Station, Sheffield to the University, and then to Hallamshire, Jessop, Western Park and Rivelin Valley hospital. Connections are made with X10 trips for Lincoln, and through fares offered.

The loading observed on 7 January from Sheffield on the 1430 for Scunthorpe - one passenger - was hardly impressive, but to be fair a new service pattern such as this will take some time to build up traffic, and mid-winter is hardly the busiest period.

X12 Cleethorpes - Grimsby - Willows Estate - Immingham - Humber Bridge - Hull (Collier Street). Once each way Monday to Saturdays, from Cleethorpes 0920, and Hull 1420, taking 70 minutes.

X13 Chapel St. Leonards - Ingoldmells - Skegness - Spilsby - Coningsby - Billingham - Sleaford - Grantham - Bottesford - Bingham - Nottingham - Chesterfield - Sheffield (Central Bus Station and Hospitals, as X11). Once each way, Fridays and Saturdays only, from Chapel St. Leonards at 0805, reaching Sheffield 1200. Return from Sheffield 1645, the Skegness - Chapel portion being covered only if required.

The X13 is to say the least, indirect between the outer terminals, but offers useful intermediate links.

All the services are clearly geared to day-trip traffic from Lincolnshire and Humberside to larger centres, although perhaps summer services will give a choice in the opposite direction also. Fare scales are rounded off to the nearest 25p, the highest single being £6.00 from Chapel to Sheffield. Adult day returns are set at only 50p above the single (and thus very similar to singles for the longer journeys), and child fares around three-quarters of the adult figure.

P.R.W.

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NATIONAL EXPRESS CHANGES.

The National Express coach network continues in operation as a complete system, despite the break-up of NBC and privatisation of individual subsidiaries. Comprehensive national timetables continue to be published twice yearly, and the appearance of the Summer 1987 volume in the first week of January indicates a strong degree of confidence in the stability of the network - in contrast to local bus services. Changes affecting services in Lincolnshire and Humberside in the following three issues are described below:

- Summer 1986 (27 April to 25 October 1986).
- Winter 1986/7 (26 October 1986 to 25 April 1987).
- Summer 1987 (26 April to 31 October 1987).

References to 'London' timings below, are to those at Victoria Coach Station.

- 381 (Blackpool - Preston - Burnley - Bradford - Leeds - Doncaster - Scunthorpe - Lincoln). From 27 April 1986, one journey daily through to/from Lincoln, dep. Lincoln 0930 (arr Blackpool 1620); Dep. Blackpool 1300 (arr Lincoln 2000). Slightly retimed for winter 1986/87 and summer 1987, but on same frequency. On Sundays now terminates outside St. Marks bus Station, Lincoln, which is closed at those times.
- 382 (Newcastle - Leeds - Cleethorpes). New daily service introduced 27 April 1986 via the former 961 route between Newcastle and Leeds, thence via 381 to Scunthorpe, and continuing to Brigg, Grimsby and Cleethorpes, dep. Newcastle 0855, Cleethorpes 1255. Last ran 25 October 1986, and not subsequently reintroduced.
- 407 (Carnaerfon - Birmingham - Peterborough - Cromer). From 26 October 1986, the Mablethorpe - Peterborough section of 470 (see below) was transferred to this service, to form a daily return working between Mablethorpe and Birmingham via Skegness, Boston, Spalding, Peterborough, Northampton, and Coventry. Dep. Mablethorpe 1115, (arr Birmingham 1810); dep. Birmingham 1100, (arr Mablethorpe 1755). Cross-country and London connections are still offered at Peterborough. For summer 1987, trip from Mablethorpe is retimed to depart 1135 (arr Birmingham 1810) but timings from Birmingham are the same.

470 (Sleaford - Peterborough - London). From 27 April 1986, London - Peterborough section increased from 5 to 6 journeys each way daily with one journey extended back daily to start at Mablethorpe 0730, then via Butlins, Boston and Spalding, returning from London at 1600 (arr. Mablethorpe 2150). The Peterborough - Mablethorpe section was transferred from 907 (Kings Lynn/Mablethorpe - Llandudno), withdrawn from that date. However, from 26 October 1986, the Mablethorpe - Peterborough section was again transferred, to 407 (see above). The Lincolnshire coast thus retained a daily service, but one hopes that the somewhat confusing sequence of links has not lost too many passengers.

Additional summer Saturday journeys ran in 1986, between Skegness and London via Boston, Spalding, Peterborough and Luton (dep. Skegness 1415, London 0830). Fares were reduced.

The Sleaford - London service as such from 27 April 1986 comprised one return trip daily, from Sleaford at 0710 via Ancaster, Grantham, Stamford, and Peterborough to arrive London 1115, returning at 1800 (arr. Sleaford 2205). An additional daily service was provided over the Grantham - Peterborough section by 352 (Norwich - Blackpool journeys), connecting into 470 Peterborough - London shorts, dep. Grantham to Peterborough 1330, from Peterborough 1455.

For winter 1986/7 Sleaford - London was shifted to a 0900 departure (arr. London 1305), returning at 1600. 352 connections continued. For summer 87 a similar pattern for both Sleaford and Grantham is maintained, supplemented by some direct London - Stamford - Grantham services on 751 'tourist trail' (see below).

471 (London - Luton - Hitchin - Spalding - Boston - Skegness (Richmond Drive Bus station) - Funcoast World). Depart London 0830, (arr. Skegness 1345); dep. Skegness 1500, (arr. London 2015). A new service for summer 1987, running Saturdays only 27 June to 5 September, replacing journeys previously forming part of 470 (see above).

562 (Scarborough - Hull - London). 'Rapide' service. From 27 April 1986, increased to five daily journeys from Hull, i.e. all London journeys upgraded to 'Rapide' standard, one of which started from Scarborough, via Wallis, Blue Dolphin and Armtree Holiday Parks, and Bridlington, Driffield and Beverley. Between Hull and London the route is via the Humber Bridge, Scunthorpe and Doncaster. The Scarborough trip departed at 0835, (arr. London 1500). Northbound from London 1230, (arr. Scarborough 1850). On Saturdays from 24 May to 20 September 1986, a relief journey ran from Whitby at 0750, then with identical timings as far as Driffield, and direct to London, arriving 1355 (from London 1230, arr. Whitby 1835).

In winter 1986/7, same frequency but slight retimings, and also called at Golders Green interchange in north London, in addition to Marble Arch. For summer 1987, service cut to Hull-London only, with same journeys the only extension being the former Scarborough service to/from Beverley only (dep. Beverley 1000, returning from London 1730). But see new 566 below.

566 (Scarborough - Bridlington - Driffield - Goole - London). New service once each way daily dep. Scarborough 0900, dep. London 1535. Replaces Scarborough section of 562, and similarly extends to/from Whitby on summer Saturdays only.

590 (Grimsby-Lincoln-London). New 'Rapide' service introduced from 27 April 1986, replacing the conventional Grimsby-Lincoln-Leicester-London service 430 over the Grimsby-Leicester section at the same frequency, although 430 continues to supplement the Rapide between Leicester and London. Runs via Louth, Wragby, Lincoln, Newark, and Bingham to Leicester, also calling to Golders Green interchange in London. Four journeys daily operate between Lincoln and London, at three-hour intervals, one of which is extended to/ from Grimsby. Depart Lincoln 0755, 1055 (0930 ex Grimsby), 1355 and 1655. Depart London 0930, 1230, 1539 (to Grimsby), 1830. Due to the indirect routing via Leicester, the through journey is still fairly slow, at 5 hours 15 minutes from Grimsby to London. The schedule changed for winter 1986/7 and summer 1987.

730 (North East - Birmingham - South west). From 27 April 1986, the 0720 Hull - Paignton (1055 from Paignton) was slightly retimed and diverted between Scunthorpe and Nottingham via Caenby Corner, Lincoln, and Newark instead of Gainsborough, Retford and Worksop. The 1010 Scarborough - Cardiff (renumbered as 320) was revised to run via Hull and Lincoln, terminating at Birmingham. For winter 1986/87, the southbound Hull-Paignton trip was retimed to 0705 daily, and northbound at 1040. The 1010 from Scarborough was curtailed to run from Hull at 1105, and terminate Bristol 1840 (northbound from Birmingham 1300, arr. Hull 1805).

A new set of services known as 'Tourist Trail' began in summer 1986 and have been reintroduced for summer 1987. They offered indirect routings, aimed at tourist spending a day in each of several historic centres, then proceeding by the same service on the following day, with an inclusive ticket. They are also open to ordinary passengers, at standard fares between all points.

750 (London-Cambridge-Lincoln-York-Durham-Edinburgh), joint with Scottish Bus Group. Daily, 1 June to 26 October 1986. From London at 0900, reaching Lincoln 1250, and Edinburgh 2035. Southbound, from Edinburgh 0900, reaching Lincoln 1615, and London 2035. Reintroduced summer 1987 with slightly longer running time, to run daily 17 May to 31 October, on same timetable.

752 (London - Oxford - Stratford on Avon - Lincoln - York). Daily from 1 June to 26 October 1986, dep. York 0930, arr. Lincoln 1130, arr. London 1745. Northbound from London 1200, arriving Lincoln 1745 and York 2015. Reintroduced for summer 1987, to run daily 17 May to 31 October, running Lincoln - London only but also routed via Windsor, Winchester, Salisbury, Bath, Cheltenham, then Stratford, Warwick and Coventry. From London 0900, arriving Lincoln 1925; from Lincoln 0915, arriving London 1940. A remarkably indirect routing, but giving useful links between Lincoln and the Midlands.

CLOSURES.

It was announced on 13 January 1987 that Lincolnshire Road Car are to close their Grimsby and Newark depots with the loss of 40 and 20 jobs respectively. At the end of February routes 42 (Carnforth Crescent, Grimsby-Belvoir Road, Cleethorpes), 44 (Baxtergate, Grimsby-Willows Estate), 45 (Cleethorpes-Immingham), 364 (Grimsby - Keelby) will be withdrawn. The Company say that Grimsby has proved by far the toughest area of competition and being a small company in the Grimsby and Cleethorpes area that say they haven't the resources to continue the fight with Grimsby-Cleethorpes Transport. It is understood that the Newark closure is due to the loss of school contracts.

COUNTY RAIL.

BRITISH RAIL.
SKEGNESS AREA.

Following the heavy falls of snow in January, the Boston - Skegness line was not finally ploughed out until 1530 on Saturday 17.1.87. The snowplough made the first trip Friday afternoon (16th January), followed by two more trips on Saturday. The late running 1358 Grantham - Sleaford followed the snowplough, and departed from Skegness at 1606. The 1532 Grantham - Skegness also ran through to Skegness, but was almost an hour late, part of this delay due to waiting at Boston for the Guard off the 1606 departure from Skegness (no spare Guard available at Boston).

Normal service was restored on Monday 19.1.87 but with approximately ten minute delays due to travelling via Allington Jcn. (The 'controllers' will not use Barkston Jcn. during bad weather).

Two different snowplough units were used on Friday and Saturday of the above. A D.M.U. (old type) left at Skegness from Monday 12.1.87 was started without difficulty on Friday and Saturday and this was used to form the 0951 departure on 19.1.87, as the last train (Sprinter) did not get through to Skegness on the Saturday night, due to running late.

GRIMSBY-IMMINGHAM TRAMWAY.

The Board of the Tramway Museum Society has agreed to a request from the North East Regional Open Air Museum at Beamish for the extended loan of Grimsby & Immingham tram No. 14. It has spent the last 25 years in indoor storage at Clay Cross. It is not known when it will move as this depends on the accommodation situation at Beamish.

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LETTERS .

Sir,

I have been approached by Quest Books (a subsidiary of Barracuda Books, who have published 'The Book of Grimsby', 'The Book of Boston', etc.) to, compile 'Lincolnshire Buses in Camera', which will consist of 72 photographs accompanied by full captions.

It is hoped to have a representative selection of vehicles, locations and operators, covering most of this century. If any reader could loan such a suitable print, I should be most grateful. In particular I need pre-1940 views.

Yours,

David Kaye (40 Southlands Avenue, Louth,
Lincs. LN11 8EW.

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SOCIETIES AT WORK.

LINCOLNSHIRE & HUMBERSIDE TRANSPORT SOCIETY.

SILVER JUBILEE.

1988 will be our Silver Jubilee Year and to make it a memorable year we need your help. We are looking for photographs for our special cover, a design for the cover, special articles for inclusion in L&HTR during 1988 and any other material which you think would be suitable for this special year. We also need help to organise our non-magazine activities such as an exhibition and a mobile display unit.

If you have any ideas or can help in any way please contact us during the next month. Remember, without your help we will be unable to make 1988 that special year that we are all hoping for.

BUS NEWS REVIEW.

EAST YORKSHIRE MOTOR SERVICES.

FLEET NEWS.

Coach 190 has been repainted in the old EYMS light blue and primrose coach livery and it looks very attractive. 190 is now registered 8255KH.

Scarborough and District buses now are regular visitors to Anlaby Road and Anlaby Common for repairs and attention.

Fleetline 857 is back in service, thus restoring the full trio of 'Beverley Bar' Fleetlines - its licensed to 31.1.87.

Another ex Western National VR in service is 918(ATA554L)-these VRs still carry poppy red which has faded badly - no fleet names carried.

165(OCN750M) is an ex-NGT Leyland National in new red and white livery complete with fleetname-it was exhibited at the Anlaby Common open day on 14th September along with several other buses including preserved 652 and 746.

Leyland coach No.5 is now registered 95EYM.

SUMMARY OF ACQUISITIONS.

166	Leyland National	Leyland B	F	ex NGT	4506	OCN752M	Seen	9/86.
165	"	"	"	B	4504	OCN750M	"	9/86.
168	"	"	"	"	4508	PCN423L	"	"
906	Leyland AN681/R	ECW H45/27D		ex NGT	3306	MPT306P	"	"
907	"	"	"	"	3307	MPT307P	"	8/86.
908	"	"	"	"	3308	MPT308P	"	9/86.
909	"	"	"	"	3309	MPT309P	"	"
910	"	"	"	"	3310	MPT310P	"	8/86.
911	"	"	"	"	3311	MPT311P	"	9/86.
912	"	PRV H43/34F		ex G.M.P.T.E.	7120	XJA520L	Seen	10/86.
913	"	"	"	"	7121	XJA521L	"	9/86.
914	"	"	"	"	7002	VNB102L	"	11/86.
915	"	AN68/1R PRV H43/34F		"	7011	VNB111L	"	10/86.
916	"	"	"	"	7052	VNB152L	"	9/86.
917	Bristol VR	ECW H / F		ex Western Nat/Devon Gen.	552	ATA552L	seen	8/86.
918	"	"	"	"	554	ATA554L	"	8/86.
919	"	"	"	"	557	ATA557L	"	9/86.
920	"	"	"	"	562	ATA562L	"	"
921	"	"	"	"	563	ATA563L	"	"
922	"	"	"	"	LRCC	LDO722P	"	9/86.
923	"	"	H43/27D	ex NGT	3238	PCN113M	Seen	9/86.
924	"	"	"	"	3239	PCN114M	"	8/86.
933	Leyland AN681/R	PRV H43/34F		ex NGT	3263	PCN889N	"	7/86.
934	"	"	"	"	3264	PCN890M	"	"
935	"	"	"	"	3265	PCN891M	"	"
894	"	"	"	"	3268	PCN894M	"	9/86.
	"	AN68/1R	H77F	"	3243	OTY402M		
	"	PDR1A/1	ECW H45/27D	"	3241	NCN117L		
	"	AN68/1R	PRV H77F	"	3249	OTY408M		
	"	AN68/1RS	PRV H43/34F	"	3276	RCN103N		

Liveries:

New red and white 165/906-16/19/33/4/5. 894.

Poppy red(NBC) 168/917/8/20/1/3/4.

Leaf green 922.

Allocations:

Hull 894 906-918/23/4.

Driffield 919-922.

Pocklington 165,168,166

A new EYMS fleet name and rose is now being applied to vehicles in old livery-several have had the NBC logo painted over.

LINCOLNSHIRE ROAD CAR COMPANY.

FLEET NEWS.

Disposals:

12/86	2802(UFE804M)	LN1151/1R	B49F	-	P.V.S.(dlr)	Carlton.
	2805(GTL348N)	LN11351/1R	"	"	"	"
	1701(NNN147P)	B1	VRTSL-3/501	ECW	H39/31F	- Luton & District.
	1703(KKY836P)	"	"	"	H43/34F	" " "
	1704(KKY838P)	"	"	"	"	" " "
	1706(KKY840P)	"	"	"	"	" " "
	1707(KKY841P)	"	"	"	H43/31F	" " "
	1708(LWG842P)	"	"	"	"	" " "
	1710(OTO152R)	"	"	"	"	" " "
	1711(OTO153R)	"	"	"	"	" " "

1701/10/11 were originally East Midland No.147/52/3, while 1703/4/6-8 were originally Yorkshire Traction No.836/8/40-2.

Withdrawn:

12/86	1050(SVL835R)	LH6L/ECW	=	(Strategic Reserve).
	1052(SVL837R)	"	"	"
	1062(YVL836S)	"	"	"
	1071(DTL547T)	"	"	"
	1072(DTL548T)	"	"	"

Reinstated:

12/86	1054(XFW949S)	LH6L/ECW	-	Ex Strategic Reserve.
	1058(XFW953S)	"	"	"
	1060(XFW955S)	"	"	"
	1061(XFW956S)	"	"	"
	1068(DTB544T)	"	"	"

By 2/87 1712(CBV5S) Bristol VRT/ECW Ex " "

Repaints:

12/86	1417(B57 DKW)	-	National Holidays, again, done by East Midland at Chesterfield.
	1443(STL167R)	-	Orange/Black, 'Lincolnshire Express' livery.
1/87	1456(AVL745X)	-	Green/Black/Silver, 'Lincolnshire Coaches' livery.
	1935(YFE293S)	-	Yellow/Green/Black, new bus livery.
	1956(PFE540V)	-	White/Red, allover for 'Adbus' of Bradford.

General:

The yellow, green, and black livery described previously on 2830(RVL143R) is to be adopted throughout the fleet, but without the thin red band between the roof and the top of the windows. 1935(YFE293S) which was given the grey trial livery last October being the first double-decker to receive it, as all that was needed was to cover the grey with yellow. Even so, it has yet to enter service due to mechanical failure. The rest of the fleet have received 'Road Car' stickers on each side, which cover the 'Lincolnshire' plus any of the remaining National insignia, as well as smaller ones for the front panel. These being fitted to the whole fleet by the first week in January.

Although 1446(XFE24S) is at the moment de-licensed, it is expected to return to service, once, what has turned out to be a virtual re-body job has been completed at Scunthorpe.

1457(AVL746X) which has now been on hire to United Counties since the middle of last year, is still there, and it is not known when, or if, it will return.

Since 26/10/86 Gainsborough Depot has been reduced to just routes 27, 351, and 362/3. Newark Depot reduced to routes 16/17 and reorganised local routes 81 and 82 viz:

81 Balderton (Wolfit Avenue) - Bus Station - Gainsborough Drive - Bus Station - Balderton. Every 30 minutes (needing 2 buses).

82 Gill House - Bus Station - Fosse Estate (York Drive). Every 30 minutes (needing 2 buses).

Grantham Depot:

601 - Hourly.

602 - (To Long Benington only). 6 times daily.

604 - Twice daily as before.

605 - (To Woolsthorpe-by-Belvoir only) 3 times daily plus 2 shorts to Kitty Briggs Lane.

606 - (Via London Road). Twice daily.

607 - 2 daily plus 1 extra Saturday outward (via Albert Street) (no inwards journey).

608 - (Via Albert Street) 1 daily outward and 3 inward (including one that began at Stamford as 604).

609 - 3 daily plus 1 short to Ancaster.

610 - (via Belton Lane to Alma Park, at 40 minutes past each hour.

611 - (via Princess Drive) to Alma Park, on the hour.

612 - (via Avenue Road) to Alma Park, at 25 minutes past each hour.

'Road Runners' routes M1 and M2 replaced routes 1 and 21 w.e.f. 13/10/86.

W.E.F. 27/10/86 :-

Route 632 reduced to two journeys per day Walcott to Sleaford 0619 (M-F), 0712 (Sats) and 1535 (returning ex-Sleaford at 1505 and 2000).

Route 9 replaced by new Lincoln to North Hykeham Circular routes 18 and 19.

Route 467 renumbered route 17 and diverted via Tritton Road. Other journeys operated by L.C.T.

Route 2 reduced to an hourly circular, with LCT route 51 working in between.

LINCOLN.

The double deck fleet at this depot has now been reduced to just five vehicles (1918, 1960, 1961, 1968, 1992).

VEHICLE MOVEMENTS:

2823 SC to LN.

1928 LN to GR.

2803 GA to SC.

1404 SK to LN.

INDEPENDENT OPERATORS.

Rose, Holbeach.

This firm, which was established in 1926 is another victim of De-regulation and will cease on 24/1/87. It has six coaches. This has been partly due to the loss of school contracts.

Wings, Sleaford.

Wings of Sleaford have received prominent coverage in 'Coachmart' through the purchase of a Scania K112CR rear-engined coach chassis (D231DET), featured in a full-cover advertisement on the front page of the issue for 24 October. The following week's issue reported that this was the operator's first Scania, in a fleet of 12, to be used on UK and continental tours. Its Van Hool Alizee DH body normally seats 53, but this is reduced to 49 when a demountable toilet is fitted (how this is done is not, however, made clear!).

LINCOLN CITY TRANSPORT.

FLEET NEWS.

NEW VEHICLES:

D577-96CRW Aus FX4 ? Carbodies Taxi 10/86.

General:

The ex-Derby Leyland Olympian A208DTC has been given fleet number 49; it entered service 10/86.

Coaches appear to be operating LRCC replacement routes,, viz
LCT 61 route replaces LRCC 8 to Newark via Carlton-le-Moorland.
LET 65 route replaces LRCC 467/X67 to Newark via Collingham.
New route X16 Birchwood via Carholme Road and A46 Lincoln by-pass.
X6 'Birchwood Flyer' increased to half-hourly frequency. On pre-deregulation Day the LVVS restored 'LCT' No5 (VL1263) and LCT brand new Austin-Beardmore FX4S taxi D578CRW (for 'hail and ride routes) were on display on the pedestrianised High Street to advertise new LCT timetables (20p each).

KHCT.

FLEET NEWS.

The new midibuses are to be painted in crimson and gold bringing back the old tram livery. When the new 25-seater buses roll onto the road their livery will match their names. The three crowns symbol of KHCT has been continued and the buses are named after English monarchs. Among them are Henry VIII, Charles II. The managing director stated that they wanted their buses to look distinguished.

LINCOLNSHIRE AND HUMBERSIDE TRANSPORT REVIEW.

OUR THANKS.

We offer our sincere thanks to all who have helped in any way in the production of this issue of 'Lincolnshire and Humberside Transport Review'. We especially thank the following for the supply of news:-
M.J. Wells, Cherry Burton; R. Belton, Scunthorpe; PSV Circle, London; S.G. Mickleburgh, Grimsby; L. Sims, Grimsby; R.L. Waite, Skegness; J.H. Price, Peterborough.

The next issue of L&HTR will be the March/April 1987 issue. Our deadline for the receipt of information for inclusion will be the 23rd March and we go to press on the 1st April. Arrival in the home should therefore be during the middle of April.

'Lincolnshire and Humberside Transport Review' is published by the Lincolnshire and Humberside Transport Society at 50 Legsby Avenue, Grimsby, South Humberside, DN32 ONN.

SNOWLINE.

Heavy snow falls during January caused major problems for transport throughout our area. On 13 January Delaine cancelled all routes, except for their Peterborough-Bourne and Peterborough-Deeping St. James routes. White and Williams routes into Gainsborough also cancelled. Grayscroft: all routes cancelled.

On BR, Cleethorpes-Newark, Grantham-Skegness and Lincoln-Spalding-Peterborough all closed by snowdrifts.

On Wednesday 14th January all the 13th BR closures still in order except Lincoln-Newark-Nottingham re-opened with a 2-hourly service.

On the 15th trains running out of Lincoln to Sheffield/Doncaster, Newark & Nottingham, Sleaford (but not beyond) and Market Rasen (but not beyond).

GRIMSBY - CLEETHORPES TRANSPORT.

FLEET NEWS.

Vehicles on order:

4 Dodge 50 series, S56 chassis, with Alexander B21F or B23F bodies. Alexander bodywork has been preferred to Reeve-Burgess as body-on-chassis, because of earlier delivery date. April as opposed to July. They will carry fleet numbers 36-39.

Demonstrators:

The following have recently been inspected by G.C.T.

D 66 PHR, VW.LT55/Optare C21F. Legal owner, VAG. Arrived 18/11, departed 19/11/86.

D939 KNW, VW.LT55/Optare B25F. Legal owner, Optare. Arrived 15/12, departed 17/12/86. (Neither entered service).

D 573 ISJ, Leyland Lynx B51F. Legal owner, A.A. Motors, Ayr. This bus appeared on routes; 16, 11, 7, 45 during its stay. Arrived 19/1, departed 21/1.

Re-instated Vehicles:

95, UJV95J Fleetline / Roe H45/29D. Back in service 9/1.

96, UJV96J " " " " " " 3/11/86.

99, BJV99L " " " " " " 4/11/86.

102, BJV102L " " " " " " 16/1.

Similar buses, 90, SJV90H. 103, BJV103L and 105, BJV105L have been prepared for MJT/Service during January and are being held in reserve.

Repaints:

There has been considerable activity in the paintshop in recent months. Full details as follows:

123, OJV123S. Rear-end advert, South Humberside Motor Co. (SAAB). White base. Outshopped 7/8/86.

121, OJV121S. Rear-end advert, Trevor Hopper Windows. Blue base with rainbow design. Outshopped -/9/86.

60, TFU60T. After major chassis-body overhaul. Full repaint in standard livery, rear-end advert, Matts Electrical for Finlux. White base. Outshopped 12/9/86.

71, A71GEE. Allover advert, Mariner Gas. White base with red/blue lettering. Outshopped 30/9/86.

59, TFU59T. After major chassis-body overhaul. Full repaint in standard livery, rear-end advert, Matts Electrical for Ferguson. White base. Outshopped 23/10/86.

6, KJD70P, Standard livery, outshopped 28/11/86.

8, KUC176P, Standard livery, outshopped 12/12/86.

11, KUC216P, Standard livery, outshopped 5/1/87.

10, THM646M, Standard livery, outshopped 23/1/87.

125, XFU125V. Rear-end advert, Ken-Fit. White base - red stripes. Outshopped 11/2.

61, TFU61T. After "quickie" chassis-body overhaul. Full repaint in standard livery with rear-end advert, Fair Deal Carpets. Light blue base. Outshopped 13/2 (Not yet in service).

62, TFU62T. Current occupant.

Notes: Repaints from no. 6 onwards do not carry stripes-parrot-logo.

Stripes-parrot-logo's have been applied to all standard repaints up to no. 59.

Disposals. Clarification.

98, BJV98L. Daimler Fleetline / Roe.

To ITEC Computer Services, Riby Street, Grimsby 1/86. Finished in black with thin white band between decks. See also L&HTR Jan/Feb. 86. Bus still garaged at Victoria Street.

The Wessex vehicle from the London service is to be garaged at Victoria Street from 1/3/87.