

LINCOLNSHIRE AND HUMBERSIDE



TRANSPORT REVIEW

LINCOLNSHIRE AND HUMBERSIDE TRANSPORT REVIEW

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

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COVER ILLUSTRATIONS

- Front : Kingston-Upon-Hull City Transport no. 134 (E134 SAT) is an Alexander - bodied Dennis Dominator, seen here in the city centre, followed by an East Yorkshire 'Routemaster' purchased from London Transport and painted in their traditional dark blue and primrose livery.
(Photo: M. Fowler.)
- Back (upper) : British Rail's newest diesel locomotive, for freight haulage, is the Class 60. Members of the class are being 'run in' on iron one trains from Immingham to Scunthorpe, where 60007 'Robert Adam' is seen running light.
(Photo: R. Belton.)
- Back (lower) : It is 30 years ago in July this year that the Grimsby to Immingham electric tramway finally closed. Car no. 4 is seen displaying a 'Last Day July 1st 1961' headboard. It is one of the original Great Central cars, dating from the opening of the line in 1912.
(Photo: M. A. Hall Collection.)



EDITORIAL JUGGLINGS

Recently one reader put in a plea at the end of their news report asking for more news of buses in Lincolnshire. Doubtless for others North Humberside (alias East Yorkshire) does not receive enough coverage. But then there are our rail enthusiasts, who are by no means small in number. And what about those interested in all forms of public transport ? Their catholic tastes may range from taxis to taxi-ing aircraft, from motorbuses to railbuses, from freighters to freightliners. Quite frankly my biggest headache when preparing each issue is not how to fill the magazine, but how to juggle all these varied interests so that I end up with a reasonably balanced edition. The correct balance between articles and news, between the various modes of transport, between the geographical areas which we cover. As I type the last sentence on the last page of an issue I am often conscious that I have not been 100% successful in fulfilling these aims for our loyal readership.

The snow of the first half of February caused chaos in many parts of Britain, but from the reports which I have received from our region it appears that we escaped the worst. Still, as usual, we were taken by surprise. Hadn't, after all, the "experts" informed us that due to the "Greenhouse Effect" we should never have snow again in the southern half of Britain ? In Lincolnshire public transport was not helped by the County Council's policy of only treating A and B class roads. I put in a plea to the Highways Department for an exception to be made for the lanes leading from the small village of South Willingham and the A157 (Louth - Wragby road), since up to a dozen RoadCar buses on route 10 use it each weekday. But it fell upon unreceptive ears.

In this issue we concentrate on models of transport, both road and rail. There are timely warnings on would-be buyers of replicas. In my own case having purchased a very good likeness of an all Leyland TD1 in Southdown livery, just like the ones I rode on to primary school in the 1930s, I bought (by post) a so-called model of a Brighton Corporation "Regent II " with a body that did not bear much likeness to the Weymann body it was suppose to represent. Again the gift set of Barton vehicles makes the Bedford OB at a much greater scale than its accompanying double-decker.

Next October will mark five years of bus operations under the terms Of the 1985 Transport Act. Perhaps some readers might like to let us have their thoughts on how it has affected the psv scene half a decade later.

WELCOME !

We welcome the following new readers this month :

196 : D. Sykes (Clayton, Bradford)

199 : J.P.Rckertson (Snitterby, Gainsborough).

"LINCOLNSHIRE AND HUMBERSIDE IN MINIMATURE"

By Malcolm Hall

There are numerous ways open to the readers of our Journal as they pursue their interest in local transport, ranging from careful recording of road and rail activity, photography, actual exploration by use of public transport, etc.

An aspect which has appealed to me is the re-creation of favourite vehicles (both road and rail) in model form, and so in conjunction with my N scale model railway I now have a fleet of over 130 buses.

It is natural that many of these miniatures are based on local buses, and in this way I have available a three-dimensional history of public road transport. As it is completely under my control I do not have to set the scene at any particular point in time; it is not necessary to 'withdraw' an out-of-date vehicle. I can own and run whatever I like. There is no call for standardisation, so a model bus fleet can be composed in a way that would turn a real-life fleet engineer's hair grey within seconds!

All my models are part of a town/city system with a standard fleet livery of red and yellow, so it may not be immediately apparent that the model is based on an original vehicle from our area. To study the fleet is to recall past operations as if they were combined with, and brought up-to-date.

I have lived all my life in Grimsby, and have always regretted the passing of our trolleybus system. My models therefore include examples of this form of electric transport, but so far include only one "local" vehicle. This is the ex-Cleethorpes BUT 9611T No.159, believe it or not, converted from a "Matchbox" 'Routemaster' bus! There are plans for more trolleybuses, particularly Grimsby AEC 3-axle, centre-entrance type, and a Hull Corporation 'Coronation' class.

One of my favourite vehicles was the Grimsby Corporation AEC 'Q' type double-decker No.48. My day was off to a flying start if in the early 1950s I could ride to school on this vehicle. If I was really lucky I would be able to sit on the nearside at the front, just to the left of the driver. I recall the two front pairs of seats (forward of the front axle) being lower than the rest, and passengers had a grandstand view through the large front window, like in a trolleybus. As a boy in the early 1950s I never discovered where the engine was (I don't think such technicalities bothered me), and this vehicle was always nicknamed the "Funny Bus"! What a shame No.48 was not preserved. However, my fleet includes a small reproduction to remind me of it. Incidentally Dinky Toys produced a similar model, both in style and size.

For many years the front-line rolling stock in Grimsby was the class of 'Regent III' double-deckers...the 80s and 90s. My model is of No.94, and a ride on these modern vehicles contrasted with Guy 'Utilities' and pre-war centre-entrance AEC 'Regents'.

When the Grimsby and Cleethorpes fleets were separate it was my hope when visiting Cleethorpes with my parents, that we would catch a

Cleethorpes Daimler CVD6 on the joint routes 6 or 14. The newest three, Nos.25-27, were very fine buses and because of their gearboxes seemed to give a very smooth ride. They became GCT Nos. 125-7, and their distinctive Willowbrook bodies produce an easy recognisable model, although it is No.93 in my fleet.

More modern GCT buses represented in my fleet are an AEC 'Bridgemaster' and a Daimler 'Fleetline'. For many years we had a large number of single-deckers, and an AEC 'Reliance' No.6 is my representative of these useful dual-door buses, being one fitted with streamlined-looking curved windscreens.

If one travelled out of Grimsby in the 1950s there was a fair chance of a trip on Lincolnshire's solid and reliable Bristol buses with ECW bodies. I include two Bristol LWL saloons in my fleet. One is constructed from a commercial white-metal kit. To the North of our territory these were common in the United fleet, and I remember a journey from Filey to Scarborough, when I sat behind the bonnet of a rear-entrance example, as we ploughed through flooded roads at a fair speed, throwing waves of water onto the roadside.

A trip to the North Bank of the Humber was like a trip abroad ! First the ferry from New Holland, the Hull Corporation service 50 to the really excellent Paragon Station complex. Surely, as on the Continent, bus and rail terminals should always be adjacent ? Then those strange but impressive dark blue "domed toppers" - East Yorkshire's Leyland and AEC double-deckers with specially shaped "Beverley Bar" roofs - Unique, being like no other buses elsewhere. Also fascinating was their use of the Will@brew ticket system. My model is based on EYMS No.634, an AEC with Willowbrook body. A full-fronted EYMS 'Yellow Peril' double-decker coach in model form is planned for the near future.

To be found in the fleets of Lincolnshire and United were Bristol LS, MW, RELL, RELH (both buses and coaches), and KSW, "Lodekka", FLF and VR double-deckers. All of these are represented in my model fleet.

So far all models have been associated with my model railway scene. Recently, however, I have acquired a small number of larger scale models, specifically for display purposes, illustrating local fleets. There are various models available, usually of very good quality, and most can be adapted, or accepted, as members of Lincolnshire and Humberside fleets.

Corgi produce a Thornycroft open double-decker which with modest repaint is quite effective as a Provincial vehicle of the early years of this century - it looks nice in green and cream. Of similar size (about 6in long) is a "Solido" reproduction of the London RT and mine it painted in Grimsby's crimson lake and cream, bearing the number 80. We had three buses (80-82), which were similar to the thousands in London. Anyone creating a collection of Hull buses could use this, or the 4mm "EFE" model RT, to show off Hull's blue and white streamlined livery, as they too had some RT-based vehicles.

An inexpensive plastic double-decker looks effective as a Daimler 'Fleetline' with Willowbrook body, numbered as GCT 72.

The Lledo "Days Gone" range includes several psvs and these are often used for promotional reasons, and may be obtained already finished, in the livery of a local fleet. The "Grimsby Evening Telegraph" has been instrumental in organising three such local vehicles, namely the single-decker and the double-decker motorvehicles in Lincolnshire Road Car colours, and the trolleybus as Grimsby Corporation.

A word of warning might be appropriate at the conclusion of these thoughts on modelling our buses. Not all of the commercially available miniatures are by any means scale models. It is, of course, up to the individual as to the standard of accuracy demanded. I have indicated an acceptance of a London RT as a Grimsby AEC 'Regent', nevertheless, the latest offering, the Lledo trolley, in quite acceptable Grimsby livery is not, by any bounds of imagination, like any trolleybus which ever ran in Grimsby !

I do not claim to have mentioned every ready-made model bus which is available on the market, and which could reasonably be used as a basis for a local vehicle. If one is keen there are several white-metal kits available in various scales which extend the possibilities of representing local transport of our area.

Obviously I am not alone in modelling buses, so may I conclude by inviting other readers to add anecdotes of their favourite local fleets and their representation in model form.

(ED. In 1963 Lledo produced a promotional model of a Delaine AEC saloon)

"MODEL BUSES"

By Richard Belton

For a great many people the hobby of model bus collecting has recently been given a new lease of life, or just begun with the fairly recent release of the Corgi Metrobus and the Bedford OB. Prior to that, in the die-cast field, apart from the Routemaster, the Corgi Plaxton 3500 coach was virtually all there was to choose from, and before that the only models of real note were the Bedford Duple Vega Major, also made by Corgi, and the Dinky Atlantean. Nowadays sadly the last two models mentioned have for some time been available only via swapmeet tables at a price far beyond what is acceptable to many people.

This being the case, it is hardly surprising that in the intervening years between the demise of the Bedford and the Atlantean, and the release of the Plaxton 3500, there was a steady growth in the field of white metal bus kit construction. A growing number of people began to realise that with a lot of determination and a great deal of patience, that kit building was a good, and in many cases the only way, of owning a model of their favourite vehicle.

From my own point of view, like many others past and present, I was for a long time put off attempting a kit by the complexity it appeared to involve. You not only had to fit all the parts together, you then had to paint them, after some how managing to glaze it without any of the glue showing. Then as well as all that you had to pay perhaps two or three times the price of a die-cast model (had there been one available) at the outset. But as time wore on, and my favourite vehicles began to assemble in greater numbers in the breakers' yard than in the Bus Station, my attitude towards building a bus kit began to change.

Another few years of indecision passes, until that never-to-be-missed day in the local rally calendar arrived - Sandtoft Open Day. I must have arrived very early indeed, as somehow I had managed to search through all the b&w Lincs Road Car photos. So then I ventured across to the very impressive stall of Model Road & Rail, which was packed with 4mm (OO gauge) bus kits. As well as these they had on display some that had been built up professionally, which were also for sale. I'm not sure if it was the thought that I could make one as good myself that made me buy a kit that day, or the fact that the ready made ones were around £60 as opposed to the kits being around £15, but whatever the reason I went home that night armed with a miniature Bristol MW/ECW C39F.

Over the next few months that kit must have been put together and taken apart a dozen times, and when I had finally called it a day on the construction side, I must have then given it five or six coats of Humbrol paint in an effort to not let the brush marks show, and to cover up all the gaps I had left in building it ! Needless to say, after all that, I came to the firm conclusion that the people that made the kit were not very exact with the castings, and that kit building was sadly not for me.

The next Summer we made the long trek to Showbus at Woburn (soaking wet) Abbey - those who have attended this event in recent years will know exactly what I mean. Upon looking around my attention was caught by a display stall of the Model Bus Federation, who had on show a selection of kits built by their members, some being in glass cases, with others in dioramas. In one of these cases, there it was, a Bristol MW/ECW coach. But it couldn't possibly have been made from the same kit as mine - could it ? The paint finish was silky smooth, the windows hadn't any unsightly glue marks on them, and best of all the sides roof, front and rear panels all fitted together perfectly - not a join to be seen anywhere. As there was an equally good model of another of my favourites - the Bristol FLF - standing next to it, I thought I would join in with the many questions being asked by the visitors to the stall, and find out just what the secret was. Of course, it was the same kit as I had attempted, and the only "secret" was to always take your time, and the more you build, the better you become - hopefully.

My next attempt was - believe it or not - a Bristol FLF, and fortunately it was a vast improvement. The reasons were mainly that I filled in all the gaps between the panels and sanded them smoothly, before spraying the paint on instead of brushing. Since then I have built eight other kits of varying quality : as a rule the older the kit the poorer the finish on the parts, as the mould becomes worn out. I only seem to be able to find time to build about two per year, but I enjoy each stage of the construction, and, of course, once it is completed you can look at it any time providing you are fortunate enough to have a cabinet to garage them up in, as in my case. You just have to hope and pray that your wife doesn't notice that her best tea service now resides in the loft, and in its place is a fleet of little buses !

When it comes to the construction of a bus kit there are several things that I am never without on my tray. The first is a cup of tea. The others are a small craft knife, some very fine sandpaper, a Stanley knife, some small scissors, and a new tube of Superglue. Firstly I remove

any extra bits of casting, left on during manufacture, although great care must be taken here not to remove any locating lugs or beading, and it must be said that this job is hardly necessary on many of the newer kits. The glazing is then cut to size, as it is virtually impossible to do this with any accuracy when the parts have been all fitted together. In an effort to get some of the parts to match up, the Stanley knife has to be brought into play, as the small craft knives just cannot cope with any great pressure being applied to them. After each piece has been trimmed to ensure it matches the adjoining piece as much as possible, they can all be put together with the Superglue. An alternative method is soldering, but so far I haven't plucked up enough courage to try it. Two-part epoxy glue is also used by some, but the only time I used it everything was stuck together - except the bus kit.

The Milliput is then brought out. This is a car-type filler, mixed in two parts, but when it hardens after about 20 minutes it can be cut and sanded as easily as the white metal itself. As with any other filler, it must be sanded to a very smooth finish, because - as I found to my cost - the first coat of paint will highlight rather than cover up any rough spots. Next, after lightly rubbing the whole model down with the finest grade of sandpaper available, it can be "washed" with a damp tissue ready for spraying. I do all my spraying in the garage with the hairdryer facing the general direction of the model to speed up the drying process. So far I have only used enamel sprays, but I soon intend using the Cellulose car sprays, as the drying times for these types of paint are much faster, and my wife wants her hairdryer back! Normally two coats of undercoat and three of gloss are enough to give a mirrorlike finish, providing the sanding down was done carefully.

With most liveries using more than one colour, this, of course, involves careful use of masking tape. I have tried many types from DIYs and car accessories shops, and most have been alright, although it is always best to recut with a craft knife and ruler any straight line you need, as the edges tend to be slightly frayed. I can remember to buy some I hope to use some better quality masking tape available from art shops. This, I am told, adheres round raised beading better, and can be used to bend round corners more easily, although these will not cause any problem at all to those modelling county council welfare vehicles. The final stage, after the glazing has been fitted, with the help of the Superglue and some tweezers, is applying the side adverts, registration plates, destination blinds and fleetnames - all available in water slide transfers. The main supplier of these is Mabex of Eastbourne, who ^{advertises} regularly in "Buses", SMS Transfers of Glasgow (who have a regular advert in "Railway Modeller"). Fortunately a new supplier has recently arrived on the scene, and even specialises in modern fleetnames for this part of the country. The people concerned are Bustrans of Sheffield, who also advertise in "Railway Modeller". They produce such goodies as Road Car, Road Runner, East Yorkshire, Sheffield, Rotherham and Doncaster Mainline, along with many others all in current styles. As I mentioned at the beginning of this article - if any of you can recall as far back - it was a long time before I decided to embark on constructing a white metal kit. All that was needed was somebody to talk me into making a start, and hopefully this article will go some way to doing the same for someone else.

THE GAINSBOROUGH MODEL RAILWAY SOCIETY

This Society was founded in 1946, when a few Gainsborough area rail enthusiasts gathered together and rented two rooms in a large house in the centre of that town. Although their first "0" gauge locomotive was operated by clockwork, they soon decided that third rail electric was to be their method of propulsion. Three years later, and rather dispirited by a lack of interest locally, they had to quit their accommodation as this house was sold. Consequently they moved into a disused school in what is now known as the Trinity Centre: their present home. The Society held an exhibition in 1951 as part of the celebrations of the Festival of Britain. Shortly afterwards it was agreed to commemorate the centenary of the first link between Kings Cross and York to build a portable layout, measuring 20ft x 16ft (6.0m x 4.85m) depicting parts of this famous line. Since gauge "0" stock and locos became increasingly rare, members began to build their own, until there were over 150 such items. As more classrooms became available, so the Society rented them, until eventually they bought the entire premises and the adjoining playground (which made an essential car park). Claiming to be the largest "0" gauge layout in the World, the Society has as its President a world famous railwayman - Alan Pegler of "Flying Scotsman" fame. The stations featured in the layout are Kings Cross, Hadley Wood, Hatfield, Hitchin, Retford, Doncaster, Fitzwilliam and Leeds Central.

Although the original intention was to present it as the railway scene in 1946, more recently this policy has been altered to cover the whole period from the inception of the LNER in 1923 to the introduction of the HST125s. As a consequence the rolling stock is extremely varied from A1s, through A2s, A3s and A4s to Bo-Bos, 1Co-Cols, and even class 101 dmus. Famous names in the annals of railway history that appear on their lines include "Empire of India", "Silver Fox", "Cock o'the North", "Duchess of Hamilton" and "Clan Line", as well as those two "musts" : "Flying Scotsman" and "Mallard".

During the remainder of 1991 the Society has the following open days :
Saturday/Sunday/Monday, 24-26 August
Sundays, 1/8 December.

Opening times on these dates are 13.30 to 17.30 (but 10.30 to 17.30 on August Bank Holiday Monday).

Admission : Adults £1.00; Children/OAPs : 50p; Families : £2.50p.

Any reader wishing to join the Society or wishing to know more about it should write to its Secretary, Mick Clapham at 69, Beckett Avenue, Gainsborough, Lincolnshire, DN21 1EJ. It is to him that the Editor is most grateful for all the above data, included mostly in the Society's very well produced handbook, for which envious congratulations !

THE GRANTHAM RAILWAY SOCIETY

Every year this Society stages their Grantham Rail Show Exhibition. If you happen to be in that area on the weekend of 6/7 July you will find it at the Grantham Leisure Centre in Union Street, Grantham. Other events in the next few weeks include "Railways Remembered - the 1960s" (archive films presented by Rob Foxon) on 25 April, "The Grantham-Lincoln Line" (local author Stewart Squires) on 9 May and "Railfreight - where is it going ?" (by Dr Michael Rhodes) on 13 June. In addition the Society meets on Thursday evenings at the United Reformed Church Hall in Castlegate at 19.30hrs (non-members admitted at 60p).

The 1990 Show featured a variety of layouts including those based on Birchwood MPD, Hale Park, Littleborough, Ramsfield and Walton Park. Their equivalent for 1991 will include Redland Sidings, Hasland Loco and Shap. Already over fourteen such layouts have been booked. In addition there are preservation societies, modelling trade stands, and the cab of a "Deltic" ! Those wishing to know more about this Society should contact P. Mason at 10, Cottessmore Close, Grantham, Lincolnshire, NG31 9JL. I am indebted to Tim Mawson for the data in this feature.

BOOK REVIEWS

"Dinky Toys & Modelled Miniatures" by Mike & Sue Richardson (Published by New Cavendish Books).

This is volume 4A of a series covering the products of the former Hornby/Meccano/Dinky Toys empire, and deals with the period 1931 to 1979. Lavishly illustrated, this glossy tome gives a wealth of data about these models, their presentation, packaging and catalogues that brought back a host of nostalgic childhood memories. For our area there are a number of non-psv items that have local links. There is the BRM racing car, built at Bourne (on the site of part of Delaines garage ! Model 243). There are the products of Grantham such as the Aveling Barford diesel roller (279) and "Centaur" dump truck (924), along with Cole's mobile crane (571), 20-tonner lorry-mounted crane (972) and "Hydra" truck (980). From Lincoln comes the Ruston Bucyrus excavator (975). On the aviation front locally based planes include the Avro "Vulcan" (Waddington/Scampton, 992), the PIB "Lightning" (Binbrook, 727) and the "Harrier" (Wittering, 722). A real coffee table book to cherish ! DK

"Railway Bonanza - 2" (Published by the "Lincolnshire Echo" at 30p).

Another of these bargains that are not to be missed ! As well as dealing with the more distant past, such as Washingborough station and "Our tribute to those great days of steam on British rails", there are up-to-date items such as the demise of the clanging gates across High street, Lincoln and their accompanying lamented iron footbridge (demolished only last December) and a visit by the brand new 158 714 unit to Lincoln last July. Indeed diesel traction is given a fair crack of the whip this time around. Russell Kirk features a visit to the National Railway Museum on tour at Swindon in 1990. with everything from "Puffing Billy" to 252 001 ! DK

"Steam Bygones" (published by the "Grimsby Evening Telegraph" at 25p).

The latest in the long series of newspaper-style 'Bygones' will be of great interest to all LHTR readers. Coinciding with the 25th anniversary of the passing of steam traction from the railways of what was then North Lincolnshire, "Steam Bygones" brings together photographs by local enthusiasts, many of which have not been published before. The subject matter is varied and fascinating, and is reproduced to quite a large size; being of "newspaper" quality some of the examples lack a certain clarity but on the whole that is a minor problem. Maps, reminiscences and information are also included, and an area between Doncaster and Louth is covered. Most of the views are in BR steam days, but a steam railcar in GCR times is interesting, and non-BR operations around the Scunthorpe area steel works gets a mention. Most of the references are accurate, although the statement that Bl loco No. 61379 "Mayflower" has been preserved is not correct. In fact, sister loco No. 61306 is now on the Great Central at Loughborough, painted green and numbered 1306 and carrying the "Mayflower" nameplates. For the sum of 25 pence, no LHTR subscriber will wish to be seen without a copy. MAH

"Burgh-le-Marsh - A Backward Glance" (Published by Burgh-le-Marsh History Group at £3.00).

A nicely produced and illustrated paperback of some 48 pages, covering the general history of this small South Lincolnshire town, this publication includes a section dealing with the East Lincolnshire railway from its opening in 1848. Photographs feature the station buildings and trains on the line. Reference is made to the Railway Museum now housed in the old engine shed. Other items of transport interest are various cars and horse-drawn carriages. MAH

"Diesel Unit Pocket Book" (Published by Platform 5 at £1.65).

This, too, features a new class 158 - this time 158 710 as seen as Perth on the front colour cover. On the back glossy cover is 55011, a class 122 passing Cockwood harbour in Devon - thirty years its senior. In between there are several other glorious views of dmus, both ancient and modern. The ignorant train spotter (like your editor !) can learn some of the differences between 1st and 2nd generation dmus from this useful pocket-size book, packed with helpful data. I shall understand John Nicholson's notes all the better for this purchase ! DK

"Lincolnshire Tramways In Camera" by David N. Robinson (Published by Quotes Ltd of Buckingham at £8.95).

The latest in the series of historically-based hardback volumes from this publisher follows the style and standard of previous offerings. After a short two page introduction, the remainder of the 80 or so pages feature full-page black and white photographs with good captions, covering the chosen subject.

The illustrations include the systems of Grimsby and Cleethorpes, from the horse-tram days of 1881 onwards, Lincoln City with its unusual stud-contact method of current collection, the railway-owned Grimsby to Immingham line, and most interestingly, the Alford and Sutton Steam Tramway. This last-mentioned line operated for five years only (1884 - 1889) and literature about it is not thick on the ground.

For the most part photographs are arranged in a logical geographical sequence and include a nice mix of close up 'reference' type views of vehicles and more general scenes showing the tramway in its environment. Considering the age of most of the material, the reproduction is of a very high standard indeed, and it is difficult to fault the quality or content of this publication. MAH

(And now from a book by one of our subscribers to that of another - and amazingly on virtually the same subject ! ED.)

"The Tramways of Grimsby, Immingham & Cleethorpes" by J.H.Price (Published by the Light Rail Transit Association at £6).

This volume is principally a reprint of articles by the author that have appeared in the Association's magazine over the years. However, for those of us who are not subscribers to that periodical this gives us a chance to read and enjoy the definitive history of these two systems. Although a few of the prints are the same as in the above publication, many more are not. As well as the actual tram views there are some of tickets and even a few early local motorbuses. Five useful maps help to locate places mentioned in the ample text, along with posters and

notices and scale drawings of some of the early GCR cars. Covering as it does some eighty years of street and inter-urban tramway history, its author deserves to have a good response to all his painstaking and detailed research. The volume can be obtained at Albert Gait's bookshop in Freshney Place, Grimsby or by post from LRTA Publications at 13A, The Precinct, Broxbourne, Herts., EN10 7HY. DK

THIS AND THAT !

TAKE YOUR PICK !

Seen sprayed on the wall of the bus shelter in Lime Grove, Louth :
"MERRY XAMS !"

A SEASONABLE SLIP ?

A Lincolnshire Police spokesman talking on Radio Lincolnshire during the blizzard conditions of 9 February 1991 stated :
"No arctics should be on our county's roads in these arctic conditions" !

THAT DAMN SADDAM !

Viewers of Oracle's "FIVE LIVE" page will never know the result of a telephone poll on the vital question of "DO YOU FEEL SAFE ON PUBLIC TRANSPORT ?" as this was quickly ousted by one on whether Saddam Hussein should be put on trial for war crimes !

BOOZY BUS ?

Brylaine's JDB 939 V was observed in Louth Bus Station on 15 March 1991 with a very red nose !

HI THERE !

Some folks have taken advantage of greeting their friends now that the Government has sanctioned the sale of certain hitherto un~~used~~ registrations. Seen in the Louth area recently have been HI WHH and HI RHS - whoever you may be !

METRO COACHES, Hull

This firm was started by March 1981 by Mr. J.Houghton as a minibus operator. The first full-size coach arrived in June 1987, followed by some more. Then in January 1989 Jim Houghton acquired a Leyland National, and by that June he was operating a fleet of blue and white liveried buses, trading as Metro Citybus. One of the interesting features of the fleet is that whereas the stage carriage buses carry fleet numbers, the other vehicles are un-numbered. Route 10 is the one from Hull Station that is served by Metro Citybuses.

8901	EPN 174 L	Leyland National 1151/1R /B49F
8902	NPD 149 L	Leyland National 11351/1R /B49F
8903	GKL 740 N	Leyland National 11351/1R /B49F
	GVN 807 N	Ford R1114/Plaxton C53F
8904	SRP 818 N	Bristol VRTSL6G/ECW H74F
	MAW 125 P	Ford R1114/Plaxton C53F
	LKV 642 P	Ford Transit/Dormobile B16F
	NNK 819 P	Bedford PJK/Plaxton C29F
	PTT 83 R	Leyland National 11351A/1R /B50F
	VOO 626 S	Leyland PSU3E/4R /Plaxton C49F
	BUR 443 T	Leyland PSU3 ?/Plaxton C53F
	MUR 895 V	Ford Transit/ B16F
	MUG 539 X	Fiat Beja/Moseley C18F

NOTES : Former NBC owners : 8901 - East Kent 1174; 8902 - Loundon Country LNB49; 8903 - Maidstone & District 3522; 8904 - United Counties 818; PTT 83 R - Western National 2843; VOD 626 S - Western National (Royal Blue) 3509.

The Editor would like to thank Jim Houghton for his co-operation on this item.

TRANSPORT ON CANVAS

By the Editor

One Saturday in early March I took my daughter Lydia over to Hull on the RoadCar X21 service to view the Winter 1991 Exhibition in the Ferens Gallery. It was interesting to note several public transport themes adopted by various artists. One had chosen to depict a Hull horse tram, whilst several selected two "has beens" from the realms of water transport - the Spurn Lightship and the PS "Lincoln Castle" - with or without the Humber Bridge in the background ! There was a selection of railway scenes, nearly all of them showing a locomotive in steam. Then there was the Royal Station Hotel, Hull, both in its early days or during its firey end last October. However, strangely, there were no aircraft to be seen - one cannot foresee such an omission on the South bank of the Humber !

1991 RALLYING SEASON

Dates for your diaries :

- 28 April : Lincoln Vintage Vehicle Society Open Day, 13.00-18.00hrs.
Admission : Adult - £1; Children - 30p
- 9 June : 23rd annual Hull - Bridlington East Coast Run, starting from East Park at 09.00hrs and arriving at Bridlington (Lime Kiln Lane) as from 13.00hrs.
- 28 July : Sandtoft Gathering, with admission £1.50 (adults), 80p (children /OAPs) ; £4 (family cars).

EDITORIAL PLEA : Since I cannot drive these days can someone - anyone - please cover one, two or all three of these events? In 1990 nobody heeded the call, please do not let it pass unheard in 1991 !

LETTERS

45, Edendale,
Sutton Park,
HULL, HU7 4BX

Dear Mr. Kaye,

Thank you for the latest issue of L&HTR which as usual I found most interesting.

If I may make a few points that may help :-

In Mick Fowler's letter on page 11 mention is made of ex-Rotherham single-deck Bristol 140. According to the PSV Circle fleet history on Rotherham 140 (BET 516) passed to Grimsby Corporation Welfare Committee, Grimsby 5/57. Nothing further recorded. Any ideas ?

Appleby, Conisholme (page 14). The secondhand Setra was new as A 412 GPY, being reregistered 1817 TW by 7/88 and then A 892 KAJ c.11/90 - the registration it now carries.

City Traveller (Dalton, Hull) H 521 SWE is M/B 814D with Whitaker body, believed to be C33F, the other, H 522 SWE is a bus-seated version and may be a 709.

Yours faithfully,

P.W.SHEARMAN

19, Lismore Drive
HINCKLEY,
Leics., LE10 0SR

Dear David,

In the Jan/Feb issue I found "TO SPURN BY RAIL" very interesting. A few years back "Railway Modeller" gave some details of this railway and hints on how to model it.

Also the list of GCT destinations interested me. I enclose a list of pre-war destinations of Grimsby Corporation from memory.

Regarding Michael Fowler's letter, the Bristol single-decker belonged to Grimsby Corporation Welfare Services. It dated from 1938, being rebodied with an East Lancs design Bruce body of 1949 in 1951. Registered BET 516, it came to Grimsby in 1957 and was fitted with a wheelchair lift designed by Grimsby-Cleethorpes Transport staff. The seating was reduced from 32 to 20. It was housed and maintained by GCT and driven by a specially selected GCT driver. It was named "THE ADVENTURER" and kept its Rotherham fleet No. 140.

The former London Transport STLs were standard immediately post-war AEC "Regent IIs" with Weymann H30/26R bodywork. When with LTE they were green Country Area buses, therefore could have been in Essex. There were 20 of them. Grimsby purchased 6, Widnes 4 and Dundee 10. I believe they cost £600 each and were purchased to replace the Immingham trams within the Borough boundary. However, they entered service 9/10 in 1955, about the time the Freeman street trolleybuses were withdrawn. Therefore they were often on 10/9X/15 services. They received new larger type route number destination indicators, and crimson and cream livery. They were not rubbed down very well before repainting as LONDON TRANSPORT could be seen still from a certain angle. The list of them being :

- 42 HGC 233 (ex-STL 2700)
- 43 HGC 222 (ex-STL 2689)
- 44 HGC 227 (ex-STL 2694)
- 45 HGC 228 (ex-STL 2695)
- 46 HGC 219 (ex-STL 2686)
- 47 HGC 225 (ex-STL 2692)

Happily STL 2692 (HGC 225) has been preserved in its original livery.

Yours sincerely,

NORMAN DREWRY

13, Lingwood Gardens
OSTERLEY,
Middlesex, TW7 5LY

Dear David,

I read the Jan/Feb issue with interest. Incidentally, the ex-Rotherham No.140 used for disabled passengers by GCT, mentioned in Mike Fowler's letter on page 11, was known as "Adventurer". The chassis was a 1938 Bristol L5G with a 1948 Bruce 32-seat body, acquired from Rotherham Corporation in 1957 for £175. A centre exit lift was designed by GCT's rolling stock engineer, R.J.Lane . It was used for disabled passengers, with volunteer drivers from GCT's main rota, until replaced by a new vehicle on a Morris chassis in 1963, WJV 979. As such it represented an early attempt at "accessible transport", predating by many years similar efforts in other parts of the country.

Yours sincerely

PETER WHITE

77, Yarborough road,
GREAT GRIMSBY,
S. Humberside DN34 4EG

Dear Malcolm,

I found the article on Destination Blinds, etc. very interesting. Reference the equipment in Daimlers 25-27 showing the intermediate stops by illuminated lights, I can confirm trolleys 63 and 64 also had this equipment. I certainly recall it in use in their earliest days. Unfortunately I rarely travelled on route 6, so never saw the drivers of the Daimlers using it on my infrequent travels on Clee Road, etc. I believe that the original installation (experimental ?) was in No.57 (the unmodified one that received grey livery and carried "mobile" illuminations). While a useful idea this failed, I believe, due solely to its inflexibility. All well and good on the trolley which only worked on one route. As the Daimlers were available for all routes no doubt changing the equipment for the appropriate duty would be time consuming, especially at busy Summer weekends !

Regards,

GREANVILLE E. ADAMES

AIR NEWS

NEW ROAD

A new road was opened at the Humberside International Airport on 1 March 1991, leading to a 50a building site, which will eventually see a hotel and an international conference centre erected on it.

GULF WAR FACTOR

An estimated £5m loss is expected for Humberside Airport this financial year due partly to the current Recession and partly due to the fear of terrorism during the Gulf War. It is the airport's first such loss.

THE FUTURE OF THE HEATHROW ROUTE

W.H.Savage (Managing Director of Humberside Airport) reports that Brymon Airways were hoping to take over the lapsed Humberside to Heathrow service w.e.f. 1.4.91, but this plan appears to have fallen through due to a 26% increase in the landing charges at Heathrow, coupled with

the CAA's recommendations to the Minister of Transport altering the present rules of entry into Heathrow, which would "effectively squeeze out regional domestic air carriers". However, as Mr. Savage has pointed out to us, interestingly since the Heathrow service ended last Autumn, traffic on the Amsterdam route has increased by no less than 60% ! As he suggests, "obviously passengers are connecting through Schiphol rather than Heathrow - bad news for British carriers."

BUS NEWS

APPLEBYS, Conisholme

Bedford/Plaxton coaches HFE 870 N and AFE 471 S have been sold to Roy Kirk, Bridlington for use on school contracts.
(ED. A few years ago in Mablethorpe you could see both AFE 471 S and RoadCar's AFE 471 B !)

BLANDS, Cottesmore

Having been purchased by Midland Fox in 1990, Blands ceased to trade as such w.e.f. 1.1.91, being now called FAIRTAX, one of Midland Fox's subsidiaries, although maintaining Blands livery of white with brown/orange waistband. Their weekdays Stamford - Bourne - Sleaford route has, however, been taken over by Joyride Minibus Service !

BRYLAINE, Old Bolingbroke

This operator continues to take up and relinquish rural routes with bewildering regularity. The latest to be surrendered are Mablethorpe to Boston and the former Horncastle Bus Club Horncastle - Goulceby - Louth route (both w.e.f. 1.4.91). The last Brylaine's vehicle on the latter service was ex-Hoggs DJL 521 V.

CONNOR & GRAHAM, Easington

Former KHCT "Atlantean" PRH 246 G is now No. 93, but PRH 244 G remains un-numbered.

DAISY BUS SERVICE, Broughton

Its commercial stage carriage operations have been greatly reduced due to competition from Hornsbys.

GRAYSCROFT, Mablethorpe

Again going to the South coast for secondhand stock, they have bought A 810 CCD, a Leyland TRCTL11/3R /Duple "Laser" C50F, originally Southdown 1010, and more recently Brighton & Hove 400.

HAINES, West Frampton (Boston)

Phil Haines has taken over Dent's Wednesdays Horncastle - Tetford - Louth route w.e.f. 27.2.91, using in place of a luxury coach, Freight Rover minibus D 731 JUB !

HUMBER STAGECOACH, Hull

Recently acquired from South Yorkshire are FWA 497 V (12/90, ex-No.97) and FWA 499 V (1/91, ex-No. 99), Leyland PSU3E/4R /Duple C53F. TWN 737 N has been withdrawn after an accident, whilst NDP 46 R has passed to Norths of Sherburn (dealer).

HUNTS, Alford

Recently acquired are NHH 406 P, Bristol VRT/SL3/6LXB / ECW H43/31F (ex-Cumberland 406) and GMS 289 S, Leyland PSU3D/4R /Alexander B53F (ex-Alexander Midland MPE 289). The former bears "Skegness & District Services on its flanks."

TRENT MOTORS, Scunthorpe

From 12/90 Williams has been operating six daily journeys on the busy Scunthorpe Bus Station - Ashby route using (according to our reporter) a "very old Leyland National".

LINCOLN CITY TRANSPORT

ROUTE CHANGES

5 (City Bus Stn. - St. Giles) : frequency changed from 30mins to 20mins.

14 (City Bus Stn. - High St. - Newark Rd. - Brant Rd. - Larne Rd.) : every 20mins.

NB 14A only run as school journeys to North Hykeham schools.

71 (City Bus Stn. - Nettleham - Welton Green) : curtailed to operate only as far as Nettleham and hourly instead of half-hourly. However, buses leaving the City at 07.10, 08.10, 15.15, 16.35 & 17.35 still run out to Welton Green.

Ermine Estate routes reorganised as follows :

1A (City Bus Stn. - Burton Rd. - Queen Elizabeth Rd. - Riseholme Rd. - Broxholme Gardens - Riseholme Rd. - City Bus Stn) every 30 mins.

8A (reverse of 1A) every 30 mins.

17 (City Bus Stn. - Yarborough Rd. - Queen Elizabeth Rd. - Riseholme Rd. - Broxholme Gardens - Outer Circle Drive - County Hospital - Monks Rd. - City Bus Stn.) every hour.

18 (reverse of 17) every hour.

NB. The above changes w.e.f. 26.11.90.

GRIMSBY - CLEETHORPES TRANSPORT

VEHICLES ON ORDER

It has now been confirmed that new Dennis "Dominators" Nos. 82-85 will have East Lancs bodywork of the same style as the modified Alexander bodied buses in the fleet. The quartet are expected in May 1991.

MODIFIED BUSES

The following "Dominators" have had their windscreens modified :

12/90 : 77; 1/91 : 76; 2/91 : 75 & 78; 3/91 : 79-81.

REPAINTS

9/90 : 9 (standard orange); 106 (ditto); 58 (new dual-purpose white with black/orange bands)

10/90 : 32 (new style single-deck livery of white roof/window surrounds and orange lower panels)

11/90 : 29 (new single-deck livery)

12/90 : 57 (as per 58 above)

1/91 : 187-189 (Peter Sheffield livery)

2/91 : 34 (new single-deck livery)

3/91 : 184 (Peter Sheffield standard livery)

REAR END ADVERTS

10/90 : 66 (Lincolnshire Paving)

11/90 : 80 (Swigs, restaurant)

1/91 : 61 (updated Fair Deal Carpets)

RE-REGISTERED VEHICLES

3/91 : 178 from C495 LJV to PSU 787.

Our correspondent informs us that 184/5 may also soon have PSU registrations.

SINGLE-DECK TRIALS

"Tigers" Nos. 27-30 are being tried on routes 3F/4 during March to see

whether their capacity is suitable for these routes. An EC directive to be implemented in 1993 will prohibit passenger-carrying vehicles from being over a certain height, which is apparently lower than that of the present normal height British double-decker. During this trial passengers are being asked whether they prefer a smoking or a non-smoking environment on buses.

WITHDRAWN VEHICLE

3/91 : 12 (KUC 141 P), the first of four to be replaced by Nos. 82-85.

KINGSTON-UPON-HULL CITY TRANSPORT

COVER CLARIFICATION

Our KHCT correspondent points out that our cover bus (No.134), in fact, has an East Lancs built to an Alexander style, rather than one constructed by that Scottish coachbuilder.

ALL OVER ADVERT BUS

"Dominator" 156 has received one in dark green, black and cream with red lining for "The Garage", which is the new name for the Liverpool Street Works, which is diversifying into car repairs, as well as continuing with their hgv and psv repairs. Recovery truck FYB 451 Y is also in this livery.

ROUTE CHANGES

w.e.f. 17.2.91

- 5 (Station - Newland Ave. - Orchard Park Tesco) : daytime (M-Sat) cut from 10mins to 12mins.
- 10 (Station - Cleveland St. - Bransholme North) : ditto
- 29 (Station - Ellis St. - Bilton Grange, Staveley Rd.) & 39 (Station - Boulevard - Hawthorn Ave.), both minibus operated : cut from 15mins to 20 mins.
- 12 (Station - Holderness Rd. - Bransholme Centre) : M-Sat cut from 3 to 2 buses per hour.
- 15 (Gipsyville - City Centre - Bransholme) : extended from Noddle Hill Way to Bransholme Centre, via Wawne Rd. and Barnstable Rd.
- 27 (Station - Sutton Park - Bransholme North) : extended to Wawne (as a response to Rhoades route 40 (Station - Sutton Park - Wawne)).

CITILINK

KHCT vehicles have now taken over the evening service from Citilink on route 22 (Station - Bricknall Ave. - Endike Lane), whilst w.e.f. 25.2.91 Royale minibuses have taken over from Citilink on service 32 (Station - Orchard Park Road) in order to compete with the City Traveller minibuses.

KINGSTONIAN

"Leopards" Nos. 33/34 have lost their York Pullman fleetnames in favour of Kingstonian ones, although they continue on stage carriage routes.

EAST YORKSHIRE MOTOR SERVICES

ACQUIRED VEHICLE

553 (F 261 RHJ), Leyland ONCL10/1R2 / Alexander H47/32F, formerly Southend-on-Sea 261, which was featured on the cover of "Buses" (August 1989).

CHERRY COACHES

Former YTC VRT/ECW HWE 828 N, earmarked for Scarborough open-top work, has appeared in Cherry's white livery with its roof still on.

"ROUTE MASTERS"

These are now working route 44 (Station - Willerby Square)

OTHER HULL ROUTES

EYMS have taken over from KHCT some Sunday journeys on service 7 (Station - Bridlington Ave. - Ings Bridge Estate), as well as all the Sunday workings on service 22 (Station - Bricknall Ave. - Endike Lane).

ROAD CAR

ROUTE NEWS

- w.e.f. 7.1.91 : Road Runners introduced on routes 73/73A Gill House circulars in Newark (replacing part of former route 71). 73 via Cherry Holt and 73A via Bailey rd.
- w.e.f. 8.1.91 : 10 (Mablethorpe - Louth - Lincoln) an additional non-stop journey from Louth to Lincoln at 07.30 and reverse at 17.00 on college days.
- w.e.f. 24.3.91 : 10/90 (Mablethorpe - Skegness) Sunday service resumed as per Summer 1990.
- w.e.f. 25.3.91 : 90 extra short workings M-F every 30mins Funcoast World to Skegness Clock Tower.
- w.e.f. 3.4.91 : 636 (Horncastle - Goulceby - Louth), new route, replacing the Wednesdays only Brylaine service. Operated from Walcot outstation, with 1466 used on first day of operation.

ACQUIRED VEHICLES

- (a) Bristol VRTSL3/6LXB /ECW H43/31F, ex-YTC with corresponding XAK/T regs. 1902/3 (1/91); 1905 (3/91); 1907 (9/90); 1908 (12/90); 1909 (3/91); 1911-3/5 (2/91)
- (b) Freight Rover "Sherpas"/Carlyle B20F, originally with Busway Travel(BT) or Manchester Minibuses (MM).
56(D 134 NON/MM/3/91) ; 57 (D 117 NON/MM/2/91); 58(D 221 OOJ/MM/2/91);
59(D 149 NON/MM/2/91); 106(D 131 TFT/BT/2/91).
- (c) Mercedes-Benz L608D/B20F, ex-YTC, with corresponding reg/fleet nos.
2(D 502 NWG/2/91); 4(D 504 NWG/2/91); 12(C 512 KHE/2/91).
- (d) Leyland "Leopards"
1465(XGM 463 L,/PSU3/3R/Alexander B53F, ex-Central SMT T163/2/91);
1481/2 (DAK 259/60 V/ PSU3/4R/Plaxton C49F,ex-YTC 59/60 /2/91).
- (e) Bristol VRTSL3/6LXB /ECW CH39/31F /ex-Thomas Coaches,17, originally with Mayne, Manchester /2/91).
- NB. 1936 (VJA 667 S), the above double-deck coach, Richard Belton reports : "has 70 moquette seats in red with head restraints. It had been painted into fleet livery by early March, but was destined to stay at Scunthorpe for some time as the seats are to be taken out, and replaced with ones from 1921, which is being stripped for spares in the workshops. The coach seats from 1936 are then to be stored for possible future use. It is expected to be allocated to Skegness this Summer". These may be fitted to either 1969 or 1970, expected to be converted into double-deck coaches.
- (f) Leyland "Royal Tiger"/Roe Doyen C50F.
413 (OHE 50), ex-YTC 71 (originally registered as A71 WDT).It is in National Express livery and is now on route 470 (Grimsby - London).

WITHDRAWN VEHICLES

- (a) VRTs
1809 (12/90); 1921 (2/91); 1811, 1917 & 1920 (3/91).
- (b) "Sherpas"
85/6 (8/90); 63, 82/3 (9/90); 60/1, 65, 88/9 & 91 (10/90); 87 (11/90);
90 (12/90); 78 (1/91); 71-3 & 119 (2/91).
- NB. 119 was smashed up when it collided with a cement mixer lorry !
Only "Sherpas" (16-seater version) are : 67/84/98 (GR); 66/8-70/97/100 (LI);
93/9 (NE); 92 (SC).

DISPOSALS

- (a) to Holmes (dealer), Scunthorpe : 7110 (1/91)

(b) to PVS(dealer), Carlton : 1990 & 2834 (12/90); 1446 & 1991 (2/91); 2814 (3/91).

(c) transferred to YTC subsidiary Barnsley & District : 85/6 (8/90), as L8/9.

ON LOAN

2/91 (for short period) : YTC VRs 835 (KKY 835 P), 854/7 (OWE 854/7 R), 918 (EDT 918 V) & 939 (MVG 939 X). They were returned with various parts stripped.

THE GULF AGAIN !

VRs 1917/20/1 were not withdrawn in January as planned as they were retained temporarily in case of heavy war casualties being treated at the RAF Nocton Hall Hospital, near Lincoln. Mercifully their services were not required.

RENUMBERED VEHICLES

1916 to 1816 (to make way for ex-YTC 916, EDT 916 V) !
1414 to 1417 to 414 to 417 (new policy for express coaches, etc.)

THANKS !

The following are thanked for their news items for this issue : Messrs. R.Belton, P.Coates, N.Drewry, G.T.Flowers, M.Green, B.Holmes, K.J.Houlden, D.Longbottom, S.Mickleburgh, J.Nicholson, J.H.Price, P.W.Shearman & P.White.

NEXT ISSUE

This will take the form of our special commemoration of the 80th anniversary of the public service debut of the British trolleybus. News items for this edition should reach the Editor by Tuesday, 21 May 1991.

NATIONAL EXPRESS SUMMER TIMETABLES

These came into effect on Sunday, 10 February. The Editor's diary records the reasonable "summery" weather then : "Museum duty cancelled due to snow. In aft. took Lydia for two sledge rides along Southlands Avenue, then we made a snow castle in the back garden where the average depth of snow was 15 cms." !!!

- 310 : Lincoln - Bournemouth service withdrawn.
- 381 : Lincoln - Blackpool terminates at Lonsdale Coach Park, extended to Metrople Hotel for reserved ticket holders only.
- 470 : Grimsby/Mablethorpe - London. 07.45 Lincoln - London runs 15mins earlier throughout. Grimsby journeys via Cleethorpes, vice Scartho. Mablethorpe journeys run only FSSuM southwards/ThFSSu northwards. London - Skegness direct service w.e.f.29.3.91 runs from London at 08.00 (FSSuM) and from Skegness at 14.15.
- 562 : Scarborough - Hull - London. Extended for reserved ticket holders to Grand Hotel, Scarborough. Whitby extension operates 13 July - 7 Sept.
- 631 : Perth - Glasgow - Cleethorpes - Skegness. Southbound Fris/northbound Sats 24/5 May to 27/8 Sept.
- 632 : Dundee - Edinburgh - Cleethorpes - Skegness. ditto
- 643 : Preston - Liverpool - Manchester - Skegness. 27 Apr. - 29 Sept.
- 645 : Liverpool - Stoke - Derby - Nottingham - Skegness (new). 27 Apr. - 26 Oct.
- 653 : Bradford - Leeds - Sheffield - Skegness. Sats 27 Apr. - 26 Oct., M/P 3 May - 28 June/2 Sept. - 25 Oct. Daily 14 July - 1 Sept.
- 657 : Sheffield - Skegness - Mablethorpe. withdrawn.

663 : Newcastle-upon-Tyne - Sunderland - Skegness. 27 Apr. - 26 Oct.
 671 : Wolverhampton - Birmingham - Coventry - Leicester - Skegness.
 27 Apr. - 26 Oct.
 674 : Stoke - Skegness. withdrawn.
 683 : London - Luton - Skegness. 26 Apr. - 26 Oct.
 730 : Hull - Scunthorpe - Nottingham - Birmingham - Bristol - Taunton. withdrawn.
 750 : Hull - Scunthorpe - Nottingham - Birmingham - Plymouth - Penzance. New.
 754 : Hull - Scunthorpe - Nottingham - Birmingham - Bristol - Taunton. New
 NB Both above routes run once daily.
 772 : Grimsby - Lincoln - Leicester - Bristol - Weymouth . via Cleethorpes
 vice Scartho.

NB These timetables had been planned to commence on 28 April. Does anyone know the reason for such an early start as 10 Feb. ?

Brian Holmes points out that "it seems a pity that the Caledonian services (i.e. 643/5) do not serve Mablethorpe instead of running from Cleethorpes to Skegness." The National Express number 657 is now used for the Leeds - Pwllheli service. With the closure of Sunspell Travel Agency in Louth National Express have arranged for their local agency to be run by East Lindsey District Council's Tourist information desk at Louth Town Hall !
 ED. It is hoped to print a list of other operators' "bucket & spade" services to our coast in the next issue.

RAIL NEWS

HULL FREIGHT FILLIP

Railfreight traffic in Hull saw a temporary resurgence in the December to February period. A large consignment of pipes was received at the Speedlink depot in December, though no details of the number is known. However, somewhat intense activity took place on December 18 at least. At about 11 00hrs. on that date a train of loaded bogie wagons was split between three of the four sidings and a road crane was commencing transshipment to lorries. A class 37 with an empty train was awaiting a path westwards, and a loaded train was stabled in the marshalling yard. The pipes were loaded five or six to a wagon, each was perhaps 50ft (15.15m) long, of a type to be welded together, as used in an Iraqi "supergun". This brings us to the second fillip. Vast quantities of bombs and bullets, presumably (bearing in mind a recent incident previously reported in these columns - p.100 Sep/Oct 1990) this time destined for the side opposite to Iraq. Around 50 freight wagons could be seen in Hedon Road sidings on the dock estate at any one time : a level of activity not seen for some years. One can hardly regret the ending of this traffic, thereby returning the dock railways to an air of desolation and dereliction not, perhaps, unlike Kuwait at the time of writing. At least one can be thankful that the relevant authorities were not stupid enough to send this lot by road, and indeed that BR could stretch its limited resources to accommodate the traffic.

INFRASTRUCTURE

The Grimsby resignalling job seems to be progressing but slowly, though Marsh Junction is being slowly but surely severely rationalised. Also progressing slowly is reinstatement of the goods lines between Brocklesby and Barnetby. Slow progress on both has the same root - overstretched S&T engineering resources now that much more onerous procedures are in operation following the Clapham crash.

GOOLE DOCKS

BR is to cease operations at Goole Docks by April 1991. However, a private company is to take over operations, and has bought an 08 shunter and a tractor shunter, and confidently expects to increase rail traffic at the Docks.

SNOW

In the public relations goof of the decade on the threat of snow BR announced to all and sundry that it was ready for anything. Almost as quickly the system collapsed. The MkIV electric trains operating between Leeds and London failed with snow-engulfed traction motors and frozen-up automatic doors. HSTs had to be redeployed to cover this service so that Hull, and presumably Cleethorpes, lost their London service for a few days from 7 February. Supplies of working local trains were also more depleted than normal. Your reporter's experience of the Hull - Beverley section during that period was that a reasonable service was, in fact, maintained, albeit with some cancellations. Those who commute into the city from Goole/Selby direction were much harder hit, however, with on some days apparently no arrival in Hull until well after 09.00hrs. Rolling stock was well and truly dislocated. Hull - Scarborough saw 3-car "Pacers" (not unknown in normal times, but should never be seen because they belong to West Yorkshire PTE), light-blue class 150/1 (rare) and a 3-car class 156 (almost certainly unprecedented) - that is 1½x 2-car class 156, a small pool supposedly (but normally effectively) confined to the Settle - Carlisle route, all these on all-day rosters, as well as the rostered types : class 142 & 144 "Pacers" and regular interlopers classes 150/2 & 156 2-car sets. Indeed "Sprinters" outnumbered the "Pacers" on two or three days. On Sunday 10 February the line opened one hour early, at about 10.00hrs, to allow the passage of a class 47 to clear snow. The line remained open throughout the following night, whilst the 47 made two or three trips and on Monday afternoon, perhaps too late, a pair of class 31s pushing and pulling two huge snowploughs patrolled the line.

On that same weekend a major engineering job was scheduled at Grimsby, Pasture Street, in connection with the Peakes Parkway rail-over-road bridge. Despite appalling conditions and a general abandonment of weekend engineering works, my impression from local bulletins is that this job did go ahead. However, elsewhere, on the ECML, the work of installing cross-overs, etc. had to be postponed due to the snow. Whilst this work has been proceeding at weekends electric-hauled trains have been towed between Doncaster and Peterborough by diesel locos. Examples seen on 26 January and reported in "RAIL" included 47413 dragging 91003, 47463 pulling 91004, and 47853 attached to even newer 91027.

AVERAGING A "TON"

It has been reported that when the IC225s start operating between Kings Cross and Edinburgh in July this year they are expected to average 100mph.

BR VERSUS WALKERS

On 8 March 1991 it was reported that BR may be closing as many as ten pedestrian crossings on the ECML, and that this move has been opposed by the Ramblers Association.

LUCKY SIGHTING ?

Norman Drewry reports having witnessed 158 738 at platform 3, Grimsby Town at 12.30hrs on 12.3.91. Has anyone else seen a class 158 in that area ?

THE TAIL END STORY TO END ALL TAIL END STORIES !

On 7 March 1991 four lions escaped from Chipperfield's Circus in Grimsby. After visiting the new Freshney Place shopping centre two of the beasts went on an uninvited tour of the GCT depot in Victoria Street ! You would have thought that they were after the local Tigers ! One unfortunate man, Michael Strand (29), not a GCT employee, needed 21 stitches after one of the animals became a little too friendly.

LATEST REGISTRATIONS : GRIMSBY : H/BFU; LINCOLN : H/GFF; HULL : H/AKH.



LINCOLNSHIRE & HUMBERSIDE

