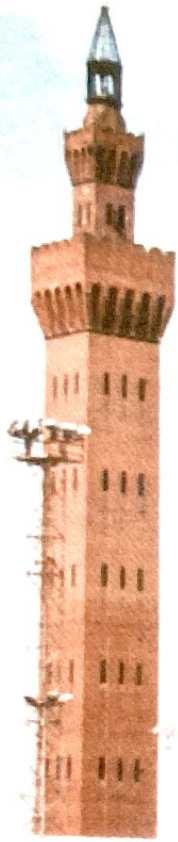


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May - June 2004

# LINCOLNSHIRE & EAST YORKSHIRE



# TRANSPORT REVIEW



Pictured at the Peterborough Bus Rally on 22 June 2003 is Kime's YN51 MJE, a Wright-bodied Scania L94 with route branding for the 19A Stamford-Oakham route. P. Wombwell.

Cover photo: The oldest Daimler Fleetline in the Stagecoach fleet was new - and has always been allocated - to Grimsby-Cleethorpes. New in 1976, Fleetline MBE 613R is pictured on Grimsby Docks on 2 August 2003. G. Lord

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**LINCOLNSHIRE & EAST YORKSHIRE**

# **TRANSPORT REVIEW**

welcome to the May/June edition of the Lincolnshire & East Yorkshire Transport Review (LEYTR). The LEYTR aims to give coverage of all forms of public transport within Lincolnshire and the major bus operators in East Yorkshire. The editorial team welcome news and articles for inclusion in the LEYTR though reserve the right to re-write, edit or refuse any item thought unsuitable for publication. You can contact us by writing to our postal address, emailing us or by visiting our website. Details of all addresses and contact names can be found at the bottom of the inside-front cover.

The editorial team would like to thank the following for their invaluable help in providing information and articles for this edition of LEYTR: **R Belton; J Bigwood; T A Burkitt; A Charlton; S Drake; East Yorkshire Motor Services; A Fowler; Grayscroft Bus Services; P Jarvis; D Kaye; Lincolnshire RoadCar; LVVS; G Lord; R Pudsey; D Teesdale; J Wiltshire; P Wombwell.**

Articles and transport notes for inclusion in the next (July/August 2004) edition should reach the editorial team no later than: **Tuesday 13 July 2004**.

## **COMPLIMENTS OF the chair**

The magazine's first editors, Alan Tye & Peter White, took the then LTR from a small duplicated and stapled format to A4-size, which as from 1974 was expanded to include the new county of Humberside; graduating from the post of Lincolnshire sub-editor, I took over the editorial reins in 1987.

I recall, on behalf of the editorial board, interviewing to us an unknown Peter Wombwell (complete with hearty laugh!) in the refreshment room at Skegness Railway Station in 1993. I was impressed by both his enthusiasm and knowledge of railways.

This short note is to record our gratitude to Peter for 11 years of hard graft, along with the drive and foresight to bring the LEYTR into the 21<sup>st</sup> century, with it's glossy, professional image.

**David Kaye**  
Hon. Chairman  
LEYTR

# RAILWAYnews

## CENTRAL TRAINS

**LINCOLNSHIRE DAY RANGER:** Unfortunately, the prices quoted for this ticket in the last issue were incorrect and should have been as follows: **£16** (adult); **£8** (child); **£32** (family – up to 2 adults and four children). A discount of 34% is available off the single adult fare for holders of railcards.

**156412:** As mentioned in the previous issue, this set was rather unusual in that it is formed of one half of 156410 and 156412, which means that as well as half being in green and the other in Regional Railways livery, there is no toilet on this particular set! The unusual formation is a result of the other halves being damaged. The 1641 Matlock to Derby Central Trains service formed of 156410 derailed at Willersley Tunnel. The train had just departed Matlock Bath and was travelling about 35mph when it hit a large boulder on the track. The leading carriage derailed, striking the tunnel mouth, before the train came to a stand just inside the tunnel. There were no reported injuries. Vehicle **52410** sustained damage at the cab end. After re-railing the train was moved to Rowsley (Peak Rail), before being taken away by road to the Alstom Works at Glasgow. **52412** was damaged during a shunting accident in February. It has since returned to service in its normal formation.

**FARES INCREASE:** The present Cheap Day Return fare between Grimsby and Lincoln is to increase in May from £3.80 to £7.70 – an increase of 103%! Surely this must be the highest fare increase on the entire rail network?

## ARRIVA TRAINS NORTHERN

In 2000, Arriva Trains Northern was one of the first train operating companies to be awarded Rail Passenger Partnership funding to provide an hourly 'fast' service between Hull and Doncaster. This complemented the existing hourly 'stopping' service between the two destinations and increased the level of service from one to two trains per hour throughout the day. However, the funding was limited to 3 years and ended in September 2003. Concerns were raised that the enhanced service would not continue and revert back to one stopping train per hour. Now in a written statement to the City of Hull & Humber Environment Forum the SRA has now announced that the trial has been successful and the additional service has now been integrated into the main Northern Franchise.

"This is excellent news for local rail travellers and the region demonstrating the value of rail travel. The SRA has recognised that the Hull to Doncaster Rail service is an important strategic link." said Adam Fowler, Community Environment Officer, The City of Hull & Humber Environment Forum.

## GREAT NORTH EASTERN RAILWAY

LEYTR reader P Hobart recently enquired from GNER as to why, during engineering work, they use coaches (e.g. Grantham–Retford) instead of simply diverting the trains via the "Joint Line". He received a reply from Alison Ashton, Customer Relations officer for GNER who commented,

"One of the problems we have is that when a section of our route is closed, diversionary routes are rarely available and if they are, they have not been electrified and of course the majority of our fleet is electric powered. We do have a small number of diesel train sets that are able to take diversionary routes but the problem we have with this is that many of our drivers are not qualified in all alternative routes. This leaves us in a particularly difficult situation and people say that there are plenty of diesel locomotives about, which is quite true. However, they are not ours to use as and when we please. If we were to use the route from Doncaster to Lincoln via Newark when this section of mainline is closed, we would have to hire in a supply of drivers and locomotives to take our trains that way. To resource a regular service such as this would be a major challenge as spare staff and locomotives are rarely sitting idle and would not be available in the quantities we require. Therefore we feel that the use of road transport to be the only option available to us at this time. We are, however, looking at alternatives for the future and appreciate the disruption the use of road transport causes passengers."

An interesting footnote to this is an incident that took place on 4 May when problems with overhead wiring caused disruption to GNER services. A correspondent to the Lincs Rail Gen news group reported: "I was attempting to get from Grimsby to London but became stuck at Retford. I decided to give up and return home when the announcement was made that they were laying on road transport to ship people to Newark. One slight problem: 24 railway carriages full of people (three train loads) and only 2 coaches!"

## **HULL TRAINS**

With the introduction of the summer timetable on 24 May, the five trains on Mondays to Fridays and three on weekends, between Hull and King's Cross, will additionally call at Howden.

## **SKEGNESS BRANCH**

**ENGINEERING WORK:** As mentioned in the last issue, engineering work meant the branch between Skegness and Grantham was closed for one month and bus replacements provided in the interim period. The last of these worked on Sunday 28 March when Travel Wright's Van Hool coach, **LIL 9842** worked the final 1925 from Skegness to Lincoln and The Fox (Colsterworth) worked the 1940 from Skegness to Lincoln. It was hoped that a light locomotive (56078) would have reached Skegness on a test run, but over-running engineering work meant it got no further than Hubbert's Bridge. Central Trains sent some units as empty stock and these ensured that the first trains on 29 March all ran. One sad point involved with the engineering work was a fatality at Ancaster on 8 March when a railway worker was killed following a collision between two track machines.

**ALLINGTON CURVE:** It's been in the pipeline for a number of years now, but at last it would appear that the Allington Curve will be constructed. This will provide a new 450m chord whereby trains will use the present Grantham avoiding line and will give access to the Nottingham to Grantham line, thus keeping Central Trains services segregated from the ECML. It will also result in the removal of the signal box and Barkston East and the Barkston East – South line. Work on this was due to commence in April, the £12m (originally it was £5m when proposed!) contract has been awarded to Carillion, and should be completed by December 2005. Markers outlining the route have also been observed recently.

For the summer timetable, which commences on 23 May, Central Trains are providing two additional trains between Skegness and Grantham on Saturdays only. They depart Skegness at 0925 and 1047 and from Grantham at 1226 and 1405. How effective these will be in combating the annual overcrowding remains to be seen, as they are allegedly to be single car class 153s.

## CLASS 114 ARTICLE

Further to the article on the class 114 dmu's on pages 43–47 of the previous issue of LEYTR, some additional information has been discovered. On 28 November 1969, at Great Coates Level Crossing near Grimsby E50031-E56031 ran through level crossing gates, striking a Dodge articulated lorry and carrying it 46 feet into the station. 3 people needed hospital treatment. Both bogies of E50031 were derailed. The train ran past a red signal. 50031 survived the ordeal, but 56031 was scrapped at Doncaster works during July of the following year.

On 26 July 1986, at Lockington Level Crossing (on the Hull to Scarborough line), E53016 & E54034 (coupled with a class 105) were involved in a collision with a van on the crossing. 9 people were killed and 59 people required hospital treatment. The van drove onto the crossing against flashing lights and was struck by the DMU. E54434 derailed and ran down the embankment, turning through 180 degrees before coming to rest on its side. All vehicles were badly damaged due to destruction of the track.

# RAIL tours/charters

**SPALDING SPECIALS:** Spalding witnessed some interesting activity on 1 May when two charters, both operated by Very Special Trains, visited. Coming from Canterbury and Poole, they were hauled by, respectively, **47709** "Dionysos" and **47703** "Hermes". After dropping off passengers the trains continued to Newark via Lincoln for servicing returning by the same route in the evening. The proposed Garsdale Railtours charter from Carlisle to Spalding was cancelled, although an unexpected visitor came later in the day in the form of a return charter operated by Hertfordshire Rail Tours diverted via the "joint line" due to engineering work on the ECML. This was operated by Hertfordshire Rail Tours and ran from King's Cross to Newcastle behind 67006 and returned with 67022.

**NORTH WALES COAST EXPRESS:** Operated by Hull-based Railtourer, this brought the first visit of a class 57 to the Skegness branch. Working ECS as 5Z52, departing 0827 from Carlisle on 23 April. The train was stabled overnight on platform 4 at Skegness, departing from there as 1Z52 at 0634 with **57601** on front and **47854** on the rear. The stock consisted of twelve carriages with four of the ex Manchester Pullman carriages at the front: **548** "Grassmere", **550** "Rydal Water", **506** "Windermere", **548** "Bassenthwaite", **3143**, **99121**, **31316**, **99311**, **21266**, **4951**, **4905** and **4984**. It then proceeded to Bangor (via Nottingham, Stenson Junction, Sheet Stores Junction, Crewe and Chester), returning as 1Z53 at 1650, arriving back at Skegness at 2247. It was intended to return the empty stock on the Sunday but engineering work between Grantham and Nottingham prevented this. An 0630 departure on the Monday was similarly scuppered due to a tamping machine becoming derailed at Bingham, eventually resulting in a departure as 5Z53 at 0917 for the ECS to Carnforth. **57601** was built at Loughborough and first entered service as D1759 on 25 August 1964. It subsequently was renumbered **47165**, **47590** and **47825** and wore the name "Thomas Telford". It is also connected with our region in that it was based at Immingham depot in 1977. More recently it

was converted to a class 57, the major alteration being the replacement General Motors engine. **47854** was built at Crewe and entered service as D1972 on 6 November 1965. It had been renumbered **47721**, **47604** and **47854** and wore the name "Womens Royal Voluntary Service".

## **Forthcoming Railtours**

On Saturday 16 October, Railtourer will be operating a charter from Skegness to Carlisle (outward route via the Settle & Carlisle line). Prices are £39.00 (Standard Class), £59.00 (First Class) and £99.00 (Pullman Dining). Further details are available from: Rail Tourer Ltd., 42 Kingston Road, Willerby, Hull, HU10 6BH. (01482) 659082. Website: [www.railtourer.co.uk](http://www.railtourer.co.uk)

# TRAMWAYS

## **NOTTINGHAM EXPRESS TRANSIT (NET)**

To celebrate the start of their dancing season, the Foresters Morris Men chose to use the NET system as their first port-of-call on 1 May. The Foresters teamed up with NET to give traditional Morris Dancing from 5.15am (Robin Hood statue) then 9.00am (Royal Theatre tram stop); 9.30am (Market Square tram stop); 10.00am (Lace Market tram stop); 1.00pm (Fox & Crown, Old Basford).

We didn't cover the NET opening on Tuesday 9 March since Nottingham isn't really in our area of coverage, but since members have shown an interest in us mentioning significant developments to the system, we'll be happy to cover these – along with those in Sheffield – as and when they arise.

# BUSnews

## **LINCOLNSHIRE ROADCAR**

### **New Vehicles** (further details)

Chassis/body numbers for the recently delivered Optare Solos are below. They all entered service on 1 April at Skegness. They differ from previous batches, as they are slightly longer, and have a different rear light cluster.

111-6 (FX04 WFR-W)                      1230-4/1381.

### **Withdrawn**

2/04	226 (EDT 226V)	Leyland National 2	from Lincoln.
"	228 (LWE 228W)	Leyland National 2	from Lincoln.
3/04	208 (LRB 208W)	Leyland National 2	from Skegness.
"	222 (EDT 222V)	Leyland National 2	from Lincoln.
"	364 (F304 FWB)	MB 811D/Optare StarRider	from Lincoln (D/L since 1/04).
"	422 (E43 HVL)	Leyland Tiger/Plaxton Pt 3500	from Lincoln.
"	423 (A619 XTL)	Leyland Tiger/Duple Laser	from Grimsby.
"	425 (ESK 965)	Leyland Tiger/Duple Laser	from Grimsby.

"	427 (E45 HVL)	Leyland Tiger/Plaxton Pt 3500	from Lincoln.
"	445 (G115 YEE)	Leyland Tiger/Plaxton Pt 3500	from Lincoln.
"	484 (G114 YEE)	Volvo B10M-60/Plaxton Pt 3500	from Lincoln.
"	1351 (LJA 645P)	Leyland AN68A/1R/East Lancs	from Skegness (D/L since 11/03).
"	1352 (XRF 26S)	Leyland AN68A/1R/East Lancs	from Skegness (D/L since 11/03).
4/04	424 (A620 XTL)	Leyland Tiger/Duple Laser	from Grimsby.

\* 173, although withdrawn from passenger duties in 10/03, was withdrawn altogether in 3/04, as it has been used as a drivers' shuttle in between the two dates.

### Disposals

2/04	293 (UWY 73X)	to Alpha, Hull.
3/04	220 (EDT 220V)	to Alpha, Hull.
"	288 (NLS 988W)	to City Scrap (breaker), Lincoln.
"	1367 (TRN 467V)	to Plainglobe, Bristol.
"	1389 (TRN 469V)	to Plainglobe, Bristol.
4/04	425 (A621 XTL)	to Houghton, Hull.

### Re-registered

<b>425</b> (ESK 965)	Leyland TRCTL11/3R 8301262	Duple 435/5589	to <b>A621 XTL</b>	4/04
<b>610</b> (SHE 610Y)	Leyland ONLXB/1R ON326	ECW 25208	to <b>OTL 155Y</b>	4/04

### Dates Into Service

232 – 4/04 at SC	742 – 4/04 at SK	744 – 4/04 at SK
234 – 4/04 at SC	743 – 4/04 at SK	

### Transfers

3/04	424 – DL to GY	4/04	353 – DL to LI	4/04	767 – SK to NE
"	425 – GY to DL	"	361 – LI to DL	"	797 – LI to SK
"	431 – LO to DL	"	433 – GA to SK	"	825 – GR to LI
"	432 – GY to DL	"	442 – GY to SC	"	826 – GR to LI
"	603 – GA to DL	"	482 – DL to LO	"	903 – SK to DL
4/04	101 – SK to SC	"	522 – SC to LI	"	1309 – DL to LI
"	102 – SK to SC	"	603 – DL to GA	"	1318 – DL to LI
"	249 – SC to GY	"	645 – DL to LI	5/04	357 – DL to LI
"	250 – SC to GY	"	661 – DL to GA	"	363 – LI to DL

### General

The main news concerns Volvo B7TL **903 (Y903 OTL)**, after it was involved in an accident outside the Fantasy Island theme park at Ingoldmells on Easter Sunday, which resulted in five deaths. It isn't known yet exactly what happened as the bus was still being inspected by the Ministry and the Police at the time of writing (mid May).

### Skegness Town Service

From the 19 April the SB2 Skegness–Beacon Park Estate service was revised and ceased to operate via the Hawthornes Medical Centre on the industrial estate. The latter location now has a separate service from the bus station, the 57C, which commenced from the same date and a special add on fare from other bus services of 10p single and 20p return. An MCW double deck was recently observed on this short run (five minutes), which operates hourly from the bus



station from 0845 to 1645. One curiosity is the choice of route number, as there is a 57 and X57, but no 57A or 57B!

## EAST YORKSHIRE MOTOR SERVICES

**Re-Registration:** **52 (T335 AFX)** became **39 EYD** on 1/4/04.  
**147 (39 EYD)** became **G717 TAG** on 1/4/04.

**Acquisitions:** From an unknown source was Dennis Dart **T284 PVM** and has fleet number 333.

**Depot Transfers.** (NB 591's allocation during March was cancelled.) Changes that occurred on 1 May are denoted by an asterisk (\*):

			<u>Depot Codes</u>
51 New to HU	517 DL to Sold	838 DL to SC	HU - Hull
52 New to HU	549 HU to BD	840 DL to SC	HO - Hornsea
224 DL to SC	557 HO to HU	889 DL to SC	BD - Bridlington
225 DL to SC	564 HU to BD	890 DL to SC	SC - Scarborough
226 DL to HU*	572 HU to BD	897 DL to SC*	PO - Pocklington
258 BD to HU	591 BD to HO	934 DL to HU	DL - Delicenced
258 HU to DL*	630 HU to PO*	935 DL to HU	Sold - Sold
333 to HU*	632 PO to DL*	938 DL to Sold	
		995 DL to Sold	

On 19 April a badly injured EYMS bus driver was taken to hospital by air ambulance after a crash involving a bus and a van on the Yorkshire Wolds. The accident happened at 1015 on the B1246 Nunburnholme to Warter road in East Yorkshire. The driver of the Service 744 bus was airlifted to York District Hospital with chest injuries. The vehicle involved was **632 (S632 MKH)**. Four other people were also taken to hospital, but their injuries were not thought to be serious.

## STAGECOACH GRIMSBY-CLEETHORPES

**Re-paints: May: 27702**

**Acquired Vehicle: 16096 (R96 XNO)** is the last Volvo Olympian to arrive. It was delivered early-March to Hull for re-paint and modification (removal of roller blind) etc. It arrived at Grimsby on 29/3/04. All 5 vehicles are now in service, being predominantly allocated to routes 45/45X. They do stray from time to time.

### **Transfers:**

**52009 (SKY 31Y)** was initially sent to Manchester over Easter, though this was swapped with **52115 (J909 NKP)** on 17/4/04. It will be used as a driver-training vehicle there. **40769/70 (N769/70 EWG)** were transferred to Worksop on 24/4/04 and 28/4/04 respectively.

### **Withdrawn Vehicles:**

#### Double Deckers

**15008** was taken to Chesterfield for disposal on 14/4/04.

**15009** was withdrawn on 9/4/04 and has been parked up ever since.

**15075 (F75 TFU)**, bought new by GCT, was withdrawn and taken to Chesterfield for disposal on 5/5/04. It was only repainted two months ago! It is understood that no further big bus

withdrawals are due, though the double-decker contracts to/from Toll Bar School are coming up for renewal in August, and if any were lost further Dominator withdrawals could be made.

### Coaches

**59059 (B52 DWE)** was the last serviceable Tiger within East Midlands (except those used for driver training in Hull and Mansfield) and was officially withdrawn on 9/4/04, following the Easter school holidays commencing. It was sent to Chesterfield for disposal on 4/5/04 having its number and destination blinds removed (something of a rarity).

**Lost School Contract:** well, two actually: Stagecoach have operated two coaches on school journeys to/from Caistor Schools (Yarburgh, Grammar & Primary) from Keelby, Riby, Swallow, Cuxwold, Rothwell, Limber and Boggle Hill for 4 years now. The last date of operation was 9/4/04 (when the Easter holidays commenced). Consequently, two coaches have been lost (52115 & 59059).

**Striped Livery:** can now only be found on the following two Grimsby vehicles: **15009/76**.

### STAGECOACH IN HULL

**Re-paints:** **March: 33104/8, 14621/33, 15049. April: 14664/4, 16151.**  
**May: 27702** (Grimsby).

**New Vehicles: YN04 ZXU-X/Z** Transbus Darts/Transbus Pointers B38F. These are Hull's first new buses since 1999 and will be a welcome sight on the streets! They were delivered as follows:

34573 (YN04 ZXX) – 11/5/04	34570 (YN04 ZXU) – 13/5/04
34575 (YN04 ZXZ) – 11/5/04	34571 (YN04 ZXV) – 13/5/04 (expected to go to Chesterfield)
	34572 (YX04 ZXW) – 13/5/04

**Acquired Vehicles: 16151 (R151 HHK)** was delivered to Hull on 8/4/04. It is the last outstanding ex London vehicle to arrive. However, it was re-directed on 26/4/04 to be allocated to Chesterfield. On 1/5/04 Worksop Leyland Olympian/Alexander RL DPH43/27F **14361 (K361 DWJ)** was collected from Grimsby, where Worksop had delivered it. Sister vehicles 14359/60 arrived directly from Worksop on 8/5/04, being replaced at Worksop by new Dennis Tridents.

**Re-instated Vehicles:** Due to contracts won (see below), the following Olympian was re-instated from reserve at Chesterfield: **14901 (E901 KYR)** and also **14908/25 (E908/25 KYR)**, which were to be withdrawn, have been kept in service.

**Transfers:** In addition to what was to be the last ex London Volvo Olympian (16151), was Leyland Olympian **14915 (E915 KYR)**, which is now at Worksop.

**Due Soon:** are 6 ex London Dennis Tridents. More news as/when they arrive.

**E-reg Leyland Olympians:** now at Hull (unofficially, though this is likely to be more accurate than official information!) are as follows (correct to 1 May 2004):

<b>14901</b> – E901 KYR	<b>14912</b> – E912 KYR (w/drawn)	<b>14924</b> – E924 KYR
<b>14908</b> – E908 KYR	<b>14918</b> – E918 KYR	<b>14925</b> – E925 KYR

**The 909 Lives On:** Well, almost. Stagecoach Hull are continuing to operate the Summer Sunday & Bank Holiday Monday Service 910 direct from Hull to Grimsby, Cleethorpes Pier and Pleasure Island. Interestingly the service is routed past Humberside Airport on the A18 to Laceby and into Grimsby via the A46. This has been done in an attempt to allow the vehicles easier access into Grimsby, something that can be problematic on Sundays and Bank Holidays. The first service ran on **2 May** with ex. Chesterfield Transport Volvo Olympian **16498 (P148 KWJ)**.

**Fatal Accident:** It's never nice to report such things, but on 26 March the driver of Dennis Dart SLF **33114 (R114 KRG)** had what is alleged to be a heart attack at the wheel and lost control of the vehicle, causing it to crash into a bungalow on Walker Street. The driver, Mr. Maurizio Rotella, a 54 year old father of five, was pronounced dead at the scene. The vehicle requires extensive repair, and when complete will not be allocated to Hull.

**New Services:** From 1 April 2004, Stagecoach in Hull won the following City of Hull contracts:

- 1C Hull – Boothferry Estate,
- 7 Hull – Mizzen Road,
- 78 Hull – Hedon evening circular,
- 277 Hull – Hedon evening circular.

In order to work these additional services, some withdrawn vehicles have been reinstated – with some returning from the reserve line at Chesterfield. Some vehicles in line for withdrawal have had a last minute reprieve (see above).

**Concession Fares:** have altered. City of Hull concessions no longer pay a flat 40p fare, but now half the adult fare rounded down to the nearest penny; consequently there have been many fare increases. All operators' services are affected.

## **STAGECOACH IN PETERBOROUGH**

Bus services *within* Peterborough's city boundaries have been re-branded the "Peterborough citi Network", which removes the need for any sort of local fleet name, with the dedicated vehicles being used carrying "Peterborough citi" fleetnames, and "operated by Stagecoach". The routes are as follows:

**Service 1: Werrington, Walton, Millfield, citi, Orton Centre, Orton Wistow.**

Daytime 10 min frequency, Volvo Olympians used at all times.

**Service 2: Gunthorpe, Paston, citi, Longthorpe, S Bretton, Hosptial, Bretton Centre.**

Daytime 10 min frequency, 04-reg Transbus Darts used.

**Service 3: Bretton Centre, N Bretton, Westwood, citi, Fletton, Park Farm/Yaxley.**

Daytime 10 min frequency, 04-reg Transbus Darts used.

**Service 4: citi, Reeves Way, Parnwell.** Daytime 20 min frequency, older Dart SLFs used.

**Service 5: citi, Eastfield Road, Welland/Dogsthorpe.** Daytime 20 min frequency, older Dart SLFs used.

**Service 6: Ravensthorpe, citi, Garton End, St Pauls Rd, Chaucer Rd, Paston, Gunthorpe, Werrington Centre.** Daytime hourly frequency, Optare MetroRiders used.

Services to/from Peterborough have been largely unaltered, with the exception of Services D1/D2, which have been re-numbered 12:

**Service 12: Hampton Hargate, citi, Glinton, Market Deeping, Deeping St James.** Daytime hourly frequency, Volvo Olympians used, two of which are stationed at Deeping.

But what is the idea behind the *citi Network*?

The thinking behind it is to provide a high-frequency core network with fewer routes, a formula that has apparently met with success in Cambridge and many other areas in the UK. The idea, no doubt, is that passengers can turn up at a stop without having to consult a timetable; moreover, each timetable takes the form of a glossy brochure, with listed timings from each area, rather than an actual timetable as such. Unfortunately, it leaves many passengers with quite a long walk to their nearest stop, and the controversial proposals have already met with strong opposition, notably from residents in Ravensthorpe. Stagecoach has agreed to run an additional off-peak service to fill in some of the gaps in the network, but this will be on an experimental "use it or lose it" basis.

## OTHER BUS OPERATORS

**AMVALE (of Hull):** are rumoured to be leaving the city altogether on 6 June 2004. One driver spoke to LEYTR stating that he was choosing to take voluntary redundancy and Stagecoach in Hull have reported a sudden influx in applications from Amvale drivers. It is not thought that this will affect any other Amvale depot.

**BRYLAINE TRAVEL** (Boston, Coningsby & Skegness): Acquired are three Leyland Olympians with Alexander H45/30F bodywork, viz.:

<b>F233 YTJ</b>	Ld ONCL10/1RZ ON11007	Ar RH59/3488/3
<b>F236 YTJ</b>	Ld ONCL10/1RZ ON11015	Ar RH59/3488/6
<b>F240 YTJ</b>	Ld ONCL10/1RZ ON11029	Ar RH59/3488/10

They were acquired from Bullock (Cheadle) and originally were new to Merseyside PTE in April 1989 as their fleet numbers, 233, 236 and 240, respectively. Ford/Duple **BBY 430Y** is withdrawn and Ford/Paramount **ETA 104Y** is withdrawn at Coningsby. Redundant stock at Wyberton cleared for scrap consists of Ford/Duple's **JCT 73W**, **GDO 27W**, **ODJ 599W**, Plaxton/Bedford **MUT 777W** and Ford/Plaxton **JDB 939V** (Acquired in 1984). Also noted at Wyberton was Brylaine's first vehicle Ford/Duple Dominant **PUF 259M**, which was withdrawn in 1993 and been in storage since, but has also gone from Wyberton recently (hopefully not for scrap!!)

Mercedes/Plaxton Beaver **W966/8 JNF** have both been sold, the former going to Hornsby (Scunthorpe). The last one in the fleet, **W967 JNF** is to be retained and has had an automatic gearbox fitted and has also been re-trimmed. It will mainly be used on the Skegness town service.

Correcting the entry on page 40 of the last issue, **SCH7X** has not been scrapped but has gone into preservation.

**CAB EXECUTIVE TRAVEL** (Goole): Have a new website that can be found at [www.cab-travel.co.uk](http://www.cab-travel.co.uk)

**DELAINE** (Bourne): Re-registered was Leyland Tiger/East Lancs **OTL 3** back to **YPD 125Y**. It was subsequently sold to Fowler (Holbeach Drove). Also sold to the same company are Leyland Tigers/Duple **KIL 27Y** and **A24 OVL**. Inadvertently omitted from the last issue was details of the company's website, which can be found at [www.delainebuses.com](http://www.delainebuses.com)

**FOWLERS** (Holbeach Drove): Added to stock from Delaine, Bourne are Leyland Tiger's/Duple Dominant's **KTL 27Y** and **A24 OVL** and East Lancs rebodied Tiger **YPD 115Y**. Also acquired are **H564 AMT**, Leyland National **KHT 125P** & ex Arriva London North Scania **F138 PHM**. Sold are **JRB 416V**, **TJT 198X** & **G51 WPF**.

## GRAYSCROFT BUS SERVICES – FLEET SUMMARY AS AT 1 MAY 2004

<b>YIW 1652</b>	Optare MetroRider	B30F	
<b>RJI 1653</b>	Volvo B10M/Caetano	C53F	
<b>RJI 1654</b>	Leyland Atlantean/Northern Counties	H47/33D	
<b>RJI 1655</b>	Leyland Tiger/Duple 340	C57F	
<b>RIL 1018</b>	Volvo B10M/Van Hool Alizée	C48Ft	
<b>NBZ 1670</b>	Mercedes-Benz 811D/Mellor	C33F	
<b>NBZ 1671</b>	Volvo B10M/Plaxton Paramount 3200 I	C57F	Information kindly provided by Grayscroft Bus Services with extra information from Simon Drake.
<b>WIW 1672</b>	Leyland Atlantean/Roe	H43/31F	
<b>DCZ 1673</b>	Leyland Atlantean/Alexander AL	H49/37F	
<b>XBZ 1674</b>	Leyland Atlantean/Alexander AL	H49/37F	
<b>XBZ 1675</b>	Volvo B10M/Van Hool Alizée	C49F	
<b>TJI 1676</b>	Volvo B10M/Plaxton Expressliner	C57F	
<b>TJI 1677</b>	Volvo B10M/Plaxton Expressliner	C57F	
<b>TJI 1678</b>	Volvo B10M/Plaxton Premiere 320	C53F	
<b>TJI 1679</b>	Volvo B10M/Jonckheere	C53F	
<b>RIL 1680</b>	Neoplan/Skyliner	CH75F	
<b>C313 NRC</b>	Volvo City Bus/Northern Counties	H49/35D	

Acquired from Nottingham City Transport is Optare MetroRider **L204 ONU**.

**HUNTS COACHES** (Alford): Acquired is **LUI 3986**, a Dennis Dart (9.8SDL3017/1215) with Alexander Dash B40F bodywork. Originally M733 BSJ this vehicle was new to Western Scottish as their V333. It was observed at Skegness on 10 May still wearing its previous owner's blue and red livery. Hunts now have a website at [www.hunts-coaches.co.uk](http://www.hunts-coaches.co.uk)

**HAIL & RIDE** (Winthorpe): Have acquired minibus **N118 TCN**.

**MASS TRANSIT**: Reports in the press claim that MASS are to take over operation of RoadCar's Grantham Town Services, with RoadCar only operating routes to/from Lincoln and Newark. They are rumoured to be purchasing new low floor vehicles for the Alma Park routes. Also, re-powered Leyland National 2's have found favour here with ex. Go North East **UPT 667/71V**, **FTN 699/705/13W** and **TJR 720Y** having been acquired. 671/99/705 are in fleet livery. Also semi-preserved last built Leyland National 2 is back in use at Lincoln in Crosville Cymru livery: **C49 OCM**. Less fortunate National 2's scrapped last year were ex. Ribble **XRN 44V**, **MDS 866V**, **SNS 826W** and **RRM 384X**, however **WAO 396Y** is in service at Grantham. Ikarus

Citibus **L534 EHD** wears fleet livery. Noted at Horncastle recently is ex Stagecoach Leyland Olympian/ECW **ARP 610X** – still in stagecoach livery.

**PC COACHES** (Lincoln): Added to stock is former Brighton and Hove Scania/East Lancs **F717 LFG** from Mayne Manchester.

**SWEYNE** (Goole): In addition to those listed in the previous issue, this company also has a website at [www.sweyne.co.uk](http://www.sweyne.co.uk)

**WILLIAMS** (Ancaster): In stock is **NNN 471W** (decker); **WAC 828**, *M988 LAG* (Scania/Irizar); **NIL 4860 C924 PFL** (Van Hool); **TJI 6707 C775 KWL** (Scania/Berkhof); **E497 CHS** (Volvo/Duple); **7179 TW B925 OFP** (Van Hool). **PES 232Y** & **CAV 622V** have gone.

## PRESERVATIONnews

### LINCOLNSHIRE VINTAGE VEHICLE SOCIETY

#### Report on LVVS Open Day 11 April 2004

Over 500 visitors attended the first of this year's LVVS Open Days, the theme of this event being the centenary of Lincoln Corporation's beginnings as a public transport operator. No Lincoln trams survive – although they do not have the tracks to run them if any did! However, several generations of Lincoln bus were on the road for the event, including for the first time in many years the Society's two Leyland Lions: Lincoln No. 5 and 'No. 1' (the latter posing off-road in the identity of its long-lost twin, VL 300.) Double deckers No. 23, 64 and 89 were also on the road, No. 64 showing off its new coat of paint courtesy of the paint shop of Lincolnshire Road Car and a grant from the County Council. No. 89 was also carrying exterior adverts for the first time, courtesy of Lincolnshire Co-operative Society Ltd.

More recent generations of Lincoln bus were represented by Lincolnshire Road Car 259, a rare Leyland B21/Alexander, which has been in the Lincoln City fleet for some years (and surely a candidate for preservation when it reaches the end of its service life) and Road Car 653 – not a native Lincoln bus, but making its first public appearance in its 1920s Lincoln Corporation livery, having been re-painted by Road Car to mark the centenary. John Stopper's Leyland Atlantean, former Road Car 750 was quite at home on the City's streets again, and Lincoln City Transport's former training bus, Leyland PD3 No. 99 also joined us, carrying the livery of its present owners, Fowlers Travel.

In order to keep their extensive bus services and 'coach tours' going, a number of non Lincoln Corporation buses also took to the road – these included Lincolnshire 1958 (Bristol VR) and 2318 (Bristol Lodekka); Penn's, Warrington LTB 907 (Bedford OB) and White Heather TE 8318 (Chevrolet LQ) from the Museum. Visitors were former Bristol Omnibus 2939 (Bristol MW, 929 AHY) courtesy of John Stopper; Crosville ERL 267 (Bristol RE TFM 267K) courtesy of Bryan Sharpe; East Kent Dennis Lancet CFN 121 courtesy of Ken Thompson; and (performing an unscheduled 'extra') Sheffield Transport 1925 WA (AEC Bridgemaster) courtesy of Lance Blackman. As ever, this was not just a bus event; cars from the Museum were also on the road and offering rides, and a number of visiting classic cars and commercial vehicles were also on display, along with buses that were "not in service" – the latter including a 1937 United

Counties Bristol JO5G – maybe at one future Open Day this will be able to pose with their own 'FHN'.

Over 2,000 individual bus journeys were made in the course of the day by the 500+ visitors. The event – and of course the Society – are now well and truly on the map nationally with repeat visitors from most corners of the Country coming along. The event also made the news in the 'Lincolnshire Echo' on the following Monday, bringing welcome publicity for the Society. Special thanks are also due to the Society's friends and neighbours at Anglo Steel, Hillcroft Business Park, Krystals, and Lincolnshire Co-operative Society, for the use of their premises to accommodate this ever growing event. As a 'celebration' event, a special programme was produced, with kind assistance from North Kesteven District Council – this includes a brief history of Lincoln Corporation Transport, and several photographs. A few copies are left, and may be obtained for £ 1 (including postage) from the Museum.

The Lincoln Corporation centenary theme was followed over the May Day bank holiday weekend, 2 and 3 May 2004, when Lincoln 23, 64 and 89 took turns to run an hourly service connecting the LVVS Museum with the Lincolnshire Life Museum's 'Steam and Oil Days'. No. 5 also spent much of the Sunday in the sunshine outside the Museum, being given a clean in preparation for the following weekend's Newark show. This event, now in its sixth year, has become an established date in the LVVS calendar.

## **AVIATION** news

### **HUMBERSIDE INTERNATIONAL AIRPORT**

On Monday 29 March, Humberside Airport saw the world famous Red Arrows perform a 20 minute pre-display practice over the area. Delighted staff and on-lookers had the chance to see a range of breath-taking manoeuvres, which have made them world-famous!

### **ROBIN HOOD DONCASTER SHEFFIELD INTERNATIONAL AIRPORT**

The new name for the former RAF Airfield at Finningley has now been chosen, using the above instead of Doncaster Finningley Airport. The airfield was first used by the RAF on 3 September 1936 and was closed on 1 April 1996. A link with the RAF connection is to be retained in the use of the motto *Usque ad coelum fines*, the airport using the English translation "To the furthest reaches of the sky." The Robin Hood connection is not entirely spurious as, until boundary changes in 1973, part of the airfield was once in Nottinghamshire. The first flights from the new £80m airport are due to commence in March next year the first user being Thompson, with flights to Jersey, Malaga, Valencia, Palma, Alicante, Ibiza, Barcelona, Nice, Marseilles, Rome, and Amsterdam, amongst others. Over the following decade, it is hoped that 7,000 new jobs will be created and some 2.3m passengers will use the airport. The airport terminal itself will cover 145,314 square feet. The 8,993 ft runway will eventually see Boeing 747s travelling to Europe, the Caribbean, the USA and the Far East. It is intended that a transport interchange will be provided with bus services to Doncaster and also the reopening of the railway station (closed 11 September 1961) on the "Joint Line" between Gainsborough and Doncaster.

Name changes to airports recently are nothing new. East Midlands Airport was changed to "Nottingham East Midlands Airport" despite being in Derbyshire and closer to Leicester.

# SHIPPINGnews

## ASSOCIATED BRITISH PORTS

Humber Timber Terminals Ltd, which has been importing timber through a 5,775m<sup>2</sup> warehouse at Associated British Ports' (ABP) Port of Immingham since August 2003, is set to expand its operations at the port due to growth in volumes in excess of original expectations.

## ARTICLES

### TWO COACHES, THREE TRAINS AND A TRAM!

*by Peter WOMBWELL*

As mentioned on page 31 of the previous issue of LEYTR, trains services between Skegness and Grantham were suspended for a month whilst major engineering work took place. In lieu of the trains, coaches were provided between Skegness-Grantham and Skegness-Lincoln, all under the expert co-ordination of a company called Frazer Eagle.

So it was that I set out on Thursday 25 March armed with a Lincolnshire Day Ranger ticket, on a brief circular trip initially starting out with the 0855 coach link to Grantham. A variety of coach companies have been deployed on these runs, in this instance I was to board N686 WGR a Volvo/Jonckheere owned by Shaw's of Whitley (Goole). Our driver, Keith, departed promptly with a very light load of 7 passengers. The particular train departure this replaced is one of the few that do not call at Wainfleet so we avoided that town by means of the bypass. At Leverton, RoadCar's MCW 758 (NOA 448X) was making its slow way to Skegness on the 0905 service 57 from Boston. A short delay caused by road works at Freiston did not impede our arrival at Boston. Turning into the access road to the railway station, much demolition and clearing of old houses was taking place on the west side of the station.

A Frazer Eagle co-ordinator noted our arrival as 5 people alighted and 12 boarded. Opposite us was Fowler's coach 706 STT on standby. Leaving Boston, we soon found ourselves travelling alongside the railway line and here much evidence of track renewal could be witnessed between Wyberton and Hubbert's Bridge, where large sections of replaced track sections were stacked whilst further along a crane was hoisting a new section into position. A Travel Wright coach passed us on a rail replacement run to Skegness. After Swineshead, the road diverges from the railway and took us onto the A17 where we encountered Brylaine's Leyland Lynx XAZ 1403 en-route to Boston. Leaving the A17, Heckington railway station was reached and the route took us into the former station yard turning round by the former goods shed. We left Heckington and its landmark windmill (currently minus its sails), and made our way to Sleaford beneath the low bridge (13'-9"), which carries the avoiding line, and noted Phillips (of Ruskington) Van Hool coach NVL 195 parked in a lay-by. The registration seemed familiar, and



was indeed originally worn by the LRCC's Bristol MW/ECW 2240 in 1960 and later the same company's Leyland Tiger/ECW from 1985.

At Sleaford railway station, Keith informed everybody that we had a break of ten minutes if anyone wanted to smoke or stretch his or her legs. Some took the opportunity to use the very handy "Snack Station" kiosk opposite the station. I mentioned to Keith that he must have had to set out from Goole very early to do the service. He replied that the vehicle and drivers were temporarily lodging at Sleaford. Initially, however, he had to do the early run from Boston (ex-0551) to Grantham, which meant leaving Goole at 0300hs! That particular day, the vehicle was diagrammed to do the 0636 Boston–Skegness, 0855 Skegness–Grantham, 1230 Grantham–Skegness, 1515 Skegness–Lincoln, 1730 Lincoln–Skegness and the 1940 Skegness–Boston runs. Grayscroft TJI 1679 arrived, working the rail replacement service from Grantham (ex. 0945) to Skegness. I briefly walked onto the platform to see a single class 153 arrive from Peterborough on its way to Lincoln. Then it was time to re-board the coach and waved away by another Fraser Eagle co-ordinator, made our way to Grantham.

We encountered some more works at Honington and also met Hunt's (of Alford) 3613 FH working the 1030 Grantham–Skegness rail replacement. Our run to Grantham was non-stop although certain other services would call at Rauceby and Ancaster. Full marks to Fraser Eagle who, in advance of the work, had equipped all bus drivers with a booklet of maps and routeing guides as to how to reach particular stations. Reaching Grantham a few minutes late due to heavy traffic encountered earlier in the town, I alighted and made my way to the railway station as a class 91 on a GNER express thundered through. As I crossed the footbridge I noted my train on its way to platform 4. 3-car 158957 was working the 0749 Liverpool Lime Street to Norwich and, to my surprise, found there to be plenty of available seats on board.

On exiting Grantham, I noted another Grayscroft coach in the station car park presumably on standby. A member of permanent way staff waved a blue and white chequered flag (a warning to those working along the line that a train was approaching) and we made our way south down the ECML on a very exhilarating run to Peterborough. The conductor came along and took a long look at my ticket before removing it from the wallet and stamping it. "We don't see many of those" he commented with a rather puzzled look – something all too familiar I have found when using rover tickets! Flying through Little Bytham I recalled an interesting British Railways handbill I recently purchased off eBay, dating from 1955, which advertised day excursions to London from Little Bytham and Essendine stations for a return fare of 19/6 and 18/9, respectively. I wondered how many people would have made use of this special offer just four years before their stations would be closed!!

Peterborough was reached in a very short time. On the approach I noticed the unusual sight of class 73 electric locomotives 73203 and 73207 which I am informed have been transferred from Norwich but hitherto had been deployed on the *Gatwick Express* services from London Victoria! More commonplace were 66713 and 66717, and one of the diminishing number of EWS shunters 08569 at work. Bearing in mind they are due for imminent withdrawal, I was somewhat surprised to see 56095 and 56059 along with 37503, 37521 and less unusual 66042. Looking somewhat drab in its grey livery near to the station was 08528.

Formerly an open station, staff now man the barriers at Peterborough in an attempt to reduce lost revenue from ticket-less travellers – an interesting reverse of the policy of previous years, and this has also been applied to other stations including Nottingham, albeit at peak times only in that instance. I showed my ticket for inspection and vacated the station to make my way to the bus station. Here I was pleased to have the opportunity to photograph Morley's (of

Whittlesea) Seddon/Alexander NSJ 19R, a vehicle new to Western SMT (as their 2602) in October 1976. My euphoria at getting the photograph was to be short lived as Boots managed to ruin the film whilst processing it a few days later!

Rather than return direct to the station, I made a detour to the Great Northern Hotel to enjoy some liquid refreshment in the public bar there. As its name implies, this was indeed once railway owned and its former opulence has been retained with a very attractive bar, staff smartly attired with waistcoats and bow ties, marble top tables, ambient lighting and soft music. I spent several minutes looking at "Tallisses Railway Map of Britain" reflecting a time when the rail network of the country was still very much growing.

Returning to the station somewhat later than I had originally intended, I noted the various trains working at this busy location although, to my disappointment, no freight trains passed through at this particular time. Amongst those noted were: HST 43110 "Stirlingshire" + 43053 on the 1246 "Highland Chieftain" to Inverness; 170514 on the 1254 Central Trains service to Birmingham New Street; HST 43039 "The Royal Dragoon Guards" + 43119 "Harrogate Spa" on the 1309 to King's Cross; 153311 on the 1312 Anglia Railways departure to Ipswich; 91120 "The Royal Armouries" hauling the 1314 GNER run to Newcastle-upon-Tyne; 158783 on the 1318 Central Trains departure to Stanstead Airport. My next train arrived punctually to form the 1326 to Liverpool Lime Street in the shape of 158782.

I settled down and enjoyed the journey back up the ECML, sipping from my cup of coffee purchased from the refreshment trolley as we sped past the sign commemorating the record breaking run by steam locomotive "Mallard" on 3 July 1938 when it reached 126mph. After a brief pause at Grantham, we proceeded along the Nottingham branch and along the metals or the former grandly titled Ambergate, Nottingham, Boston & Eastern Junction Railway. With Belvoir castle clearly visible on a hill in the distance, we reached Bottesford where the trackbed of the former GN & LNW joint line to Melton Mowbray could be easily discerned despite having been closed for some 41 years! Passing Rectory Junction we approached Netherfield – just before which someone has painted on the outside of a factory an arrow pointing east and the message to rail passengers looking out "Skegness. Have a nice time". Approaching Nottingham itself were the sad remains of TC Hines warehouses, which over the years appear to have suffered the effects of fire damage although, fortunately, their "listed" status has prevented them from being demolished. At Eastcroft depot were rather more units than normal (no doubt a side effect of the fact no trains were operating between Skegness and Grantham), and note there were 158153 and a 156 and a 153. In the station itself awaiting departure on the 1530 to St Pancras was Midland Mainline's HST 43054 + 43166 with power cars in the earlier livery and carriages in the new livery. We arrived behind 170398 in white with purple doors and, presumably, still being used by Central trains.

Having stepped from the train and walked to the footbridge, in a space of less than 30 seconds I was accosted by one of the all too familiar beggars on Nottingham train station with the all too familiar "I've no money to get to..." In this instance Lincoln was the alleged destination. Having heard this one before and the ubiquitous "lost wallet" saga, I ignored this rather egregious individual, and made my way to the booking office to purloin any interesting literature available there gratis. I returned a few minutes later when the station announcer asked passengers not to encourage beggars and "would any beggars on platforms 1 and 3 please vacate the station". Presumably, those on platforms 2, 5 and 6 were allowed to remain!

I decided to sample the Nottingham Express Transit (NET), the new tram system linking the city and Hucknall which had been officially opened on 8 March. I gained access to the Station Street

terminus by way of the existing footbridge at the railway station which has been extended to make access to the trams very easy (full marks to NET for this, much better than Sheffield Supertram when it first commenced operations!). Interestingly, the terminus itself stands on a remaining piece of viaduct which once carried the Great Central Main Line from Nottingham Victoria to Marylebone and last saw trains on 4 September 1967. It is rather nice to see that it once again has been brought back to transport use. I did not have many minutes to wait for the tram (203) to arrive and after looking in vain for a ticket machine, I took a few photographs and boarded for a short journey to the Old Market Square. To my surprise fares are issued by a conductor (80p in this instance) – a system preferable to machines. One negative point appears to be the lack of comfortable seating on the five car trams. We made our way out of Station Street along a new section of viaduct before making our way along the streets. On arrival there was plenty of time for more photographs and a walk around before returning to the station to catch my next train to Lincoln. Overall I was very impressed with the NET and for those who would like further information on the system, a wealth of information can be gleaned from their website at [www.thetram.net](http://www.thetram.net)

I was less impressed back at the railway station when awaiting the 1627 train to Lincoln, 156412 appeared. As mentioned briefly in the previous issue, this is a hybrid set formed out of two-halved of 156410 and 156412, resulting in one half being in new Central Trains green livery and another in the old type Express colour scheme. More irritatingly, this particular train has no toilet! A large number of people pushed their way onto the train and I ended up standing as far as Newark trying my best not to scald myself with the rather expensive coffee I had purchased from the buffet earlier. I had a brief chat with conductor, Jan Meadows, who is actually based at Boston and, luckily, after Newark, managed to find a seat for the remainder of my trip.

Arrival at Lincoln was punctual and there was plenty of time to photograph 66187 on the 7E57 Felixstowe to Healey Mills train hauling cargo wagons containing paper. This is currently the only scheduled freight train to operate over the entire length of the "joint line" between Peterborough, Lincoln and Doncaster. A few minutes later 66001 passed through heading east with a train of empty MGR hopper wagons.

I made my way to the station forecourt to find my coach home and briefly chatted to Keith who drove my coach to Grantham earlier. Operators from many areas have been involved in the operation of the rail replacement services and I noted there RS Travel (of Nantwich) K2 APT as well as the vehicle I had rode on earlier parked there. I was to catch another of Shaw's fleet, this time Setra P600 TCC on the 1730 rail replacement service to Skegness.

We glided out of the station forecourt with myself and one other passenger on board. The comfort level on the Setra was superb and I reclined myself as I sat on the front seat ready for an enjoyable journey. On Mondays to Fridays there were 14 such departures from Lincoln and 16 in the reverse direction, each time at 70 minutes non-stop and, as it transpired, was by far the quickest and most comfortable public transport link ever to run betwixt Skegness and Lincoln! We passed a PC Coaches Optare en-route to Saxilby and soon made our way along the A158 passing meeting Road Car's 902 on a Connect 6 bound for Lincoln near Baumber. Pasing the MASS Transit depot at Horncastle, only four vehicles were present. Later Hunt's 6815 FH and Dickinsons Dennis Javelin/Plaxton P100 DJD passed us both on rail replacement runs to Lincoln. At Burgh-le-Marsh we caught up with Hunt's 3275 FH returning from working that company's Sheffield service.

Arrival at Skegness was punctual and I mused that the type of comfort I experienced on board the Setra was of a far higher standard than I would have experienced on the train it was there

to replace. It is just a pity that a limited number of these runs could not have been kept on, but after 28 March, everything went back to "normal".

## **THE K-FILES: A CENTURY OF REGS!**

*by David KAYE*

December 2003 saw two centennials—the first powered flight by the Wright brothers at Kittyhawk, and the initial vehicle registrations, although I understand that in some places this did not take place until January 2004. Counties and county boroughs were allotted one of the letter marks; the latter in England ran from AA (Hants) to FP (Rutland), but with many gaps, all those with an S were confined to Scotland, which also had G (Glasgow) and V (Lanarkshire). Otherwise north of the Border the counties were listed alphabetically, from SA (Aberdeen) to SY (Midlothian), and AS (Nairn) to PS (Zetland, alias Shetland). S itself went to Edinburgh.

Wales (administered as part of England since 1536) had marks within the English sequence. Ireland (still unified – at least constitutionally in 1903) used marks that included I and Z (Z itself being reserved for "Dublin's Fair City" of Molly Malone fame).

Other places within the British Isles were also organised as follows:

Isle of Man = MN; Jersey = J (with up to 5 digits); County Durham was also issued with J; Alderney = AY (also a Leicestershire mark); Scilly Isles = None until 1970s then SCY (also a Swansea mark);

And last, but by no means least Guernsey = numerals only with up to 5 digits. Incidentally, on my 1998 holiday on that island I spotted "1" not on the Lieutenant-Governor's limousine, but on the rear of a humble 50cc moped!

Not everyone was happy about their local mark; Dorset had been given BF and squires were not very happy to hear yokels shout out, "here comes that BF again!" So BF was replaced by FX. Try to find an alternative meaning for that mark! BF was eventually brought out of its boycott and allowed to become part of a 3-letter mark, though BBF and UBF were avoided.

The initial marks for our area were as follows:

Soke of Peterborough = FL	Parts of Holland = DO	Parts of Kesteven = CT
Lincoln = FE	Parts of Lindsey = BE	Grimsby = EE
Hull = AT	East Riding = BT	

In some cases original marks or subsequent issues reflected the names of the authority, viz Kingston Upon Hull = KH, Doncaster = DT. Elsewhere in England other examples involved KE, KN & KY for Kent; LV for Liverpool; DV for Devon; LO, LN & LD for London.

Marks commencing with a J came comparatively late, commencing with Eastbourne's JK in 1928. In the LEYTR area, for instance, we have JL (Holland, 1932) & JV (Grimsby 1950) before 3 letter marks were commenced c.1933/4, whereas Peterborough (EG), Kesteven (TL) & Lincoln (VL) had needed only one additional 2-letter mark, but Lindsey had acquired two more: FU & FW. By 1939, whilst all the Lincolnshire areas had issued several 3-letter marks, Grimsby was still struggling with JV!

Just as BF had been regarded as offensive, so certain 3-letter marks were not issued as being thought of as rude or blasphemous, e.g. BUM (Leeds), GOD (Devon) & SOD (Devon). However, this did not apply to our catchment area, apart from Grimsby with EE, where PEE and WEE were reached! Curious marks such as BUS (Glasgow), GPO (W. Sussex) & OXO (London). In the 1930s many MG cars had MG (Middlesex) marks; army vehicles, prior to the outbreak of World War II, also bore Middlesex marks.

So it was not surprising that by 1953 that that county had reached YMY 999. It was in that year that I was amazed to see parked by Worthing Pier a Walls ice cream van registered 1956 H – the reversed registration had arrived, as it did almost simultaneously for Essex (F 1957) and Staffordshire (E 1953). Meanwhile our area ploughed on slowly but surely on the old system, indeed regs like YVL 999 never saw the light of day.

The trio of leaders exhausted the reversed series in 1963, this bringing in the revolutionary year suffix system. In 1964 it was decided that by January 1965 (year C) all English, Scottish and Welsh regs should adopt this system, one of the very last being Holland on 01-01-65 with ADO/C. The motor sales organisations campaigned for the suffix new year to be changed from the calendar new year to 1 August as from 1967, thus truncating year E to just 7 months. Their reason was that folks were more likely to purchase new vehicles during summer months.

It had long been obvious that, partly due to the moving of population to the new satellite towns like Peterborough, some areas were using up their marks too fast, whilst others like Rutland or Shetland could never keep up with their bulk of combinations, so in August 1969, at the beginning of year H, a redistribution took place. In our area this resulted in amalgamations taking place, so that Lindsey disappeared and its BE and FV went to Grimsby, where its FW joined FE and VL at Lincoln. Nominally also part of Lincoln was Boston (DO/JL) and Sleaford (CT/TL) when requested to issue their own marks. Incidentally, Sleaford was one of a select few LVLO's who reserved 1 to 20 for motor cycles, which included three-wheelers, hence my first Reliant van bore SCT 20J. This shuffling of LVLO marks coincided with the redrawing of local government boundaries in April 1974.

Registrations began their fifth system on 1 August 1983, when year suffix Y was followed by year prefix A. The Thatcher government began to bend the strict chronological sequences when they reserved 1 to 20, 22, 33, 44 etc. for those willing to pay over-the-odds for 'special' numbers. Later they made a mockery of the whole year prefix system by allowing clients to chose their own prefix, starting initially with H in 1990. Incidentally, the Thatcher government 'freed' up the licensing system for aircraft, too, so that instead of slavishly following G-BAPR with G-BAPS, followed by G-BAPT, for example, Robertsons Golden Shred were able to register their hot air balloon as G-OLLY!

From early days the Lord Provost of Edinburgh's official limousine had the strangely looking registration S0, whilst in Glasgow his counterpart rode in G0! Later the Lord Mayor of Leicester's was ABC 123, whilst the Sheriff's was the reverse: 123 ABC. Well-known personalities found the relaxation useful publicity, so Jimmy Tarbuck chose COM 1C to advertise his 'trade', whilst Paul Daniels chose MAG 1C. Others cunningly proclaimed themselves like the greedy(?) driver of a car: G1 MME – spotted travelling along Grimsby Road, Cleethorpes.

Once upon a time I kept a list of 4 letter words seen as car registrations, some of these seemed rather unsuited for car drivers, e.g. SLA/Y, although in 1970 Nairn avoided BAS/H to pass onto CAS/H! More appropriate was S/AFE!

The motor sales industry demanded more changes in the late 1990s, primarily resulting in year T being extended by a month, so that year V could commence on 1 September 1999, with W following just six months later on 1 March 2000. Then 18 months later on 1 September 2001 the latest system came into operation, with half-year prefixed, in Lincolnshire's case by FY, FX, FV or FT (F = Fens), and followed by three randomly chosen letters.

Over the past decade it has been increasingly popular to transfer registrations from one vehicle to another. However, the same was happening in 1920 in Brighton where Southdown were forever doing this with their charabanc fleet. In the post-WW2 era in Worthing there was the case of prize reg A30, which past from taxi to taxi, including a period on an Austin A30!

In the 2<sup>nd</sup> decade of the 20<sup>th</sup> century, Douglas Mackenzie found LVLOs in his area unhelpful when it came to reserving for him blocks of numbers for his Southdown and Wilts & Dorset fleets. So he went to Ireland where county Armagh granted him blocks from their IB mark. And it is to Ulster/Northern Ireland that local bus operators have gone from the 1990s onwards to reregister vehicles, Brylaine and Kime are two good examples of this practice. But Grayscroft have gone one better and chosen registrations with 16xx in their numerals, ending up with blocks such as 1653-5 & 1670-81, using marks issued by such LVLOs as Fermanagh (ZL) and Tyrone (JI), but strangely not county Louth (IY)!

## SIX OF THE BEST QUIZ

1. Where was 'K' allocated in 1903?
2. Why was 'U' not used as a suffix or prefix year letter?
3. What third mark was used by Hull and not mentioned in this article?
4. Why did Essex have to skip to the loo?
5. What was the registration of Grimsby's mayoral car?
5. In which month and year did the latest system commence?

***Answers on page 72.***

## TEALBY'LL BE LOVELY!!

***by Graham LORD***

Gastroesophagael Reflux Disorder is a very long term, as is Laparoscopic Nissen Fundoplication. Happily the latter is an almost complete cure to the former (hiatus hernia) and it was due to this that I was 'laid-up' for 5 weeks. Plenty of time to plan itineraries and days out by public transport! Today's was to take place on a very wet Wednesday 28 April.

Both Peter Wombwell and I wanted to try the new InterConnect Service 3 that commenced hourly operations between Cleethorpes-Grimsby-Caistor-Market Rasen-Lincoln on 23 February 2004. We also wanted to combine one of RoadCar's recently won ex Dents "shoppers" contracts to/from Louth.

The itinerary was Grimsby-Lincoln on Service 23; Lincoln-Tealby on Service 3 to Market Rasen and then the unique CallConnect Plus Service 3M to Tealby; Tealby-Grimsby using the CallConnect 3C to Caistor and then the Service 3 vehicle to Grimsby.

The afternoon's itinerary involved Service 51 from Grimsby–Louth and then the Wednesday only "shopper" Service 158 from Louth–Market Rasen before catching Service 3B from Market Rasen–Grimsby (via De Aston School, Croxby, Thorganby, Swinhope & Waltham).

I made the early departure at 0625 on Service 23 from Grimsby on Mercedes/Optare 366 (F306 FWB). The driver seemed somewhat bemused that I *actually* got up 30 minutes earlier than I needed to in order to catch his service to Lincoln, rather than the Service 3 that departed at 0655 and arrived into Lincoln at the same time (0825). The journey was very interesting indeed: A46 to Caistor then 'cross country' via Rothwell, Croxby, Thorganby, Swinhope and Brookenby to Binbrook before using the B1203 to travel to Market Rasen (via Tealby) and then more 'cross country' roads to Langworth before heading into Lincoln on the A158 (Connect 6 route); indeed, we followed the Connect 6 into Lincoln.

Our arrival time of 0825 was a shade optimistic. The Connect 3 left Stand B at 0841 – 1 minute late – (this was not the driver's fault, it was due to Peter deciding he'd make matters interesting by running late!!) and we travelled on Grimsby-based Volvo B7TL, 907 (FX53 TXA), as far as Market Rasen. As we were departing Nettleham we passed the other Grimsby-based Volvo B7TL (908 (FX53 TXB)) heading inbound.

The route followed by Service 3 is almost identical to that of its predecessor, the X3. The X33 diversions via Moortown, Holton le Moor, North Owersby and Osgodby are all omitted, but these are more than adequately covered by the two CallConnect Plus minibuses that are based out there. We made a punctual arrival into Market Rasen at 0926.

The day previously I had called the CallConnect Team (0845 234 33 44) to book two single journeys: one on Service 3M from Market Rasen to Tealby, departing 0940, and one on Service 3C from Tealby to Caistor, departing 1100). All details were taken quickly and efficiently, including a contact telephone number in case they had to alter my times slightly. It was then unfortunate that they didn't contact me to say that one of the vehicles had broken down with a sticky door and that we wouldn't be picked up until 1000.

Renault FY02 LRL arrived at 1000 on-the-dot and we paid the 80p fare to Tealby. This was something of a surprise as we had been told it was to be £1.20. The driver explained that CallConnect Plus is operated by Lincs County Council (LCC) and they relay all pick-ups to each vehicle using an onboard computer! The screen showed "Service 3M. 0940. Mr Lord x2 pax Tealby". Very impressive! It was actually Service 3C that collected us, with Service 3M being the vehicle off-the-road. We arrived into Tealby by 1015 and arranged with the driver where we wanted picking up at 1100 for the journey to Caistor.

If you had said to me that you could have a day out by bus in Lincolnshire using Tealby as the hub I'd have laughed you to silence! Strangely, and by pure coincidence, Tealby was the village I most frequented this day – 3 times! Tealby, with its population of only 530, is often described as the prettiest village in Lincolnshire – it has 2 fords, through which the River Rase flows and the recently restored All Saints' Church, dating back to the 12<sup>th</sup> century, stands at the highest point in the valley. We did notice that one of the local butchers didn't actually sell any meat and there is no general store in the village, so 45 minutes was about the right length of time to stay.

At 1100 the same Renault CallConnect vehicle returned to pick us up; I suspect he'd been sat doing nothing for the last 45 minutes (nice work if you can get it). It was here that we had a dispute about the fares. According to the publicity (LCC leaflet for the CallConnect services)

Tealby is in Zone 3 from Caistor, so the single fare is £1.20. The driver explained that Tealby was actually in the 3M's catchment area so the fare is actually £1.80 as, by rights, he should have taken us to Market Rasen to board the main Service 3 vehicle to Grimsby. He even phoned control who then disagreed with what he'd just told us (phew!) and said that it was £1.20 but there was no way the Almex ticket machine would issue a £1.20 ticket from Tealby to Caistor on Service 3C. Quite perplexing! Obviously no one had done this particular journey before.

We ended up paying the £1.80 fare and a six-journey ticket came out the machine!! LCC's zoning and RoadCar's ticket machines clearly don't match up. We left Tealby by a road so narrow we had to breathe in – something you wouldn't do on any other vehicle! There is no route element to the CallConnect services: you travel by the absolute direct route to your connection point or destination. We arrived into Caistor at 1113, in time to see the 1046 Service 3 to Grimsby just leaving (bus 908 again)!

The driver said he had nothing else booked for the day, but that was often the case, with bookings coming up an hour or so before they're needed. He then drove off, presumably to hide somewhere else. Interestingly, the 8-seater Renault minibuses work some main Service 3 journeys: ex Lincoln on Fridays & Saturdays at 2100, 2200 & 2300; ex Welton on Fridays & Saturdays at 2126 & 2226; and ex Market Rasen on Fridays & Saturdays at 1930, so the outstation work isn't that cushy – they do have late duties to do!

Lincoln-based Volvo B7TL, 909 (FX53 TXC), arrived on time at Caistor at 1146 and the journey into Grimsby was swift and punctual. One major fault with the whole InterConnect 3 system is that publicity is virtually nil at most of the calling points. For example in Caistor there isn't even a bus stop, let alone a timetable case. This is the same for Market Rasen and all of the stops westbound. Hopefully the same sort of bus stops used for the Connect 6, with the same amount of excellent publicity at each one, will be the goal for the Connect 3, it's just a shame that in the route's early stages of growth it is somewhat lacking.

Where else but Grimsby can you buy a large portion of fish, chips and peas/beans/gravy for £1.50? A visit to one of the Brighowgate fish and chip shops is where! A saunter round Grimsby Town rail station and a hot chocolate in the Yarborough Hotel helped pass the time before the 1250 Service 51 was due. This arrived in the form of Volvo Olympian 681 (P681 YVL). The journey was very quiet, and despite the rain lashing against the bus, we arrived into Louth a few minutes early at 1340. Louth Bus Station was a hive of activity: Hunt's had one of their Van Hool bodied coaches there, Amvale's NEE 461 bound for Somercotes and two of RoadCar's Mercedes minibuses 395/6 (J395/6 LJL) on the Louth Town Services 49/50 were also parked up. There was no sign of the 1344 Service 51 to Grimsby, so there was, in total, a large number of passengers trying to huddle together under the small canopy there, to get out of the rain.

To add to the chaos Translinc's Iveco Y149 OTL arrived on the CallConnect 6C as well as RoadCar's Leyland Olympian 646 (C46 KBE) on the 10B to Mablethorpe. Happily our next departure turned up after all the aforementioned buses had departed (apart from Amvale's coach and Translinc's minibus) and was Mercedes 394 (L394 LJL). This arrived with a most peculiar vehicle for its working: Leyland Olympian 608 (OWG 608X), which was on Service 156 to Caistor! This is another of the recently won contracts RoadCar have. We departed at 1400, so too did 608, but rather than stay behind 608 at Woolworths the driver went round the block and past the bus station again! This caused frightened expressions on the faces of our intending passengers, who were most glad when we turned up 5 minutes later.



If you've never been on Service 158 I can well recommend it! Despite the continuing torrential downpour, and the associated steamy windows, we travelled along some of the most secluded Wolds roads in existence: via Raithby, Hallington, Withcall Crossroads, Stenigot, Donington on Bain, Benniworth, South Willingham, Hainton, North Willingham and into Market Rasen on the A631. We arrived into Market Rasen at the scheduled arrival time of 1450. My last journey (though by no means Peter's) was on Service 3B at 1529 to Grimsby. Service 3B interestingly operates via a similar route to what was the original Service 3, between Grimsby and Lincoln via Waltham, Ashby-cum-Fenby, East Ravendale, Swinhope, Binbrook, Tealby & Market Rasen; this was withdrawn in 1986. Nowadays this service only operates along this route for school children attending De Aston School, Market Rasen (it replaced school service 40) and on non-school days the journey we were to catch operates as Service 3 via the normal route through to Cleethorpes. Whilst we were stood in Market Rasen Market Place RoadCar's Mercedes 355 (M355 BFE) turned up on the 3M CallConnect.

A quick visit to the nearby pub helped to pass the time (I'm still on orange juice!) and, again very punctually, Volvo B7TL, 909 (FX53 TXC), arrived. By sheer luck and coincidence we found a piece of paper on the floor on the top deck that Peter had accidentally left behind when we last boarded this bus (in Caistor at 1146)! With haste the vehicle departed, bound initially for De Aston School.

As I suspected we parked-up in the school yard, along with a plethora of other vehicles, viz:

**RoadCar:**

POG 480Y – Atlantean, Service 503  
 J394 LJJ – Mercedes, Service 017  
 FX53 TXC – Volvo B7, Service 3B  
 FX53 TCA – Volvo B7, Service 3A  
 OWG 604X – Olympian, Service 370  
 P686 SVL – Volvo Oly, Service 116  
 PIW 4456 – Tiger, Service 018  
 OIL 2416 – Tiger, Service 43

**PC Coaches:**

K803 FEW – Scania/Plaxton  
 E701 EFG – Scania double deck  
 C530 UUT – Tiger/Duple  
 F717 LFG – Scania double deck

**Coopers/Appleby:**

RIL 3746 – Volvo/Plaxton, Service 022  
 SIL 7764 – Volvo/Plaxton

**Dents Coaches:** J631 KCU – Dart/Wright; NSU 180 – Bedford/Plaxton.

The timetabled 1540 departure was a tad optimistic, with our actual departure being 1550. Back once again to Tealby we went, dropping most of the school children off here. The behaviour of the children was good, though as expected they were a little rowdy. We followed the B1203 into Binbrook, but rather than enter the village turned left towards Brookenby, down Orford Road. We then omitted Brookenby (PC Coaches Scania E701 FEW went there instead) and followed the winding road to Croxby, where we turned right, leaving the white lines behind us.

To say that I thought a brand new Volvo B7TL would be traversing the Lincolnshire Wolds using these roads was unlikely would have been a very large understatement. My only disappointment was that rather than take the direct route between Thorganby and Swinhope the vehicle used the B1203, reversing at Swinhope. Our journey into Grimsby via Waltham was something I've never done before and as timetabled we arrived into Grimsby at 1650, with the vehicle immediately loading for its 1655 departure back to Lincoln.

To summarise, the vehicles were spotless, RoadCar got us to where we wanted to go on time all day (despite the inclement weather) and I travelled along some roads on the top deck of a 3

month old vehicle I never thought possible. I was most impressed by the height of the coach seats on the vehicles – they actually enable passengers to easily rest their heads on the headrests. All too often now some operators save money by having 'dual purpose' seating, where technically a head rest is evident, but totally useless unless you're under 5 feet tall; luckily RoadCar ignored this option. The only downsides were the lack of publicity – especially at Caistor and the CallConnect's inability to issue some tickets according to the LCC publicity (surely there's an override button on the machines??). There is also confusion in North East Lincolnshire, with both RoadCar and Stagecoach using the Service 3 route number, with both companies adding suffixes, too: 3 (RoadCar), 3A (RoadCar & Stagecoach), 3B (RoadCar), 3C (RoadCar & Stagecoach), 3F (Stagecoach), (3M – Rasen).

Forget the train, travelling on Service 3 (especially 3B) is by far the most interesting way to get between Cleethorpes/Grimsby and Lincoln. RoadCar could investigate reduced fares for students, as Central Trains do a £2.50 day return fare for the under 25's between Grimsby and Lincoln. It was a very interesting day and one I would do again if the weather was better.

## DEAR editors

Dear Editors,

The City of Hull & Humber Environment Forum (CHEF) continues to have an integral role in promoting and working for the benefit of passengers.

Our current projects in Hull and East Riding include:

- Bus It - the region's mobile public transport information service. Now in second year of operation already dealt face-to-face with over 1000 people visiting 20 locations.
- Bus Forums in Hull, Bridlington and Scarborough. Organised and chaired by us.
- East Riding Rural Transport Partnership - Vice Chair and helping to develop projects.
- Citytravel - Hull's local strategic partnership transport sub board member.
- Environment & Transport Scrutiny Commission (Hull City Council) - member.
- East Riding Quality Bus Partnership - member of this soon to be formed partnership.

We also support and partner Yorkshire Community Rail Partnership (Hull to Scarborough rail line).

- Undertake transport consultancy - currently for Ryedale District Council, North Ryedale Transport Partnership. Recently Hull City Council Public Transport User Audit.

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### SIX OF THE BEST - ANSWERS

1. Liverpool.
2. Police objection that people reporting a reg might confuse it with 'V'.
3. RH.
4. Before the year suffix began in 1963 they employed the unused mark WC.
5. September 2001.



In summer 2003, 325001 arrives at Peterborough with the "Capital Mail" from Willesden to Edinburgh. This was to be a casualty of the withdrawal of the Mail Trains and ceased to operate in September 2003. P. Wombwell.

This Willowbrook-bodied AEC Regent V was new to East Yorkshire in 1956; it was withdrawn from service in 1972 and sold for preservation. Re-purchased by EYMS in 1990, VKH 44 is in their preserved fleet and was noted in Hull on 8 November 2003, with its specially curved roof to negotiate the Beverley Bar. G. Lord





The PS Tattershall Castle was built in Hartlepool in 1934 for the LNER Humber ferry service. Withdrawn in 1973 she was moored along the Thames, which is where this photo was taken on 27 July 2003. Initially an art and conference centre, she is now a restaurant - arguably London's most famous floating alehouse. G. Lord

Awaiting the arrival of one of the Paddle Steamers at New Holland Pier station during February 1980 is a class 121, Cleethorpes bound. Such a shot can be seen no more, following the station's closure after the Humber Bridge opened in July 1981. J. Cork

