

### 3.34 p.m. STAINFORTH TO GOOLE

by M. Fowler

MY practical association with heavy vehicles really began in National Service days, when I obtained a driving licence. Immediately on release from the forces I became a part-time conductor with **Doncaster Corporation Transport**. At college in Lincolnshire I availed myself of the opportunity to take a P.S.V. driving test in a Leyland PS1 owned by a local coach operator, and obtained a fair amount of experience in this and other vehicles of a varied fleet.

Returning to Doncaster for my last vacation as a conductor, I informed the traffic department that I now had a single-deck P.S.V. licence, and hoped that some use might be made of this. A few days later I found myself in charge of 24, a handsome Roe-bodied Regal III which had recently been converted for one-man operation. Working for a department whose vehicles

were mainly double-deck, I was not considered flexible enough with a single-deck licence, and a couple of weeks later took a conversion test in 133, a Roe-bodied Regent III. From that time I had considerable experience on all types of vehicles operated, before taking up my career as a teacher in a local mining village.

The following summer I decided to visit a local bus proprietor with a view to gaining further experience. I selected **Blue Line (S. Morgan Ltd.)** of Armthorpe, since it was conveniently near my home; it was the largest independent stage carriage operator in the district and moreover made extensive use of Guy buses, a type of vehicle of which I had had no driving experience whatsoever. Two days later I was driving on the Doncaster-Armthorpe run in HWU 437, an Arab III double-decker with Guy-built body.

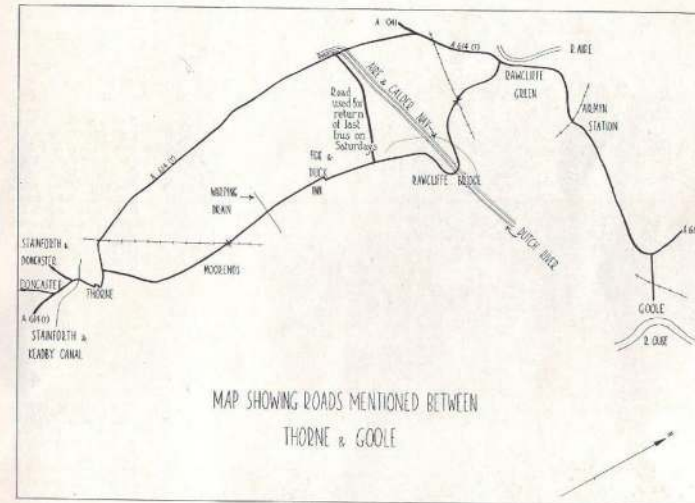


Guy Arab IV YWX 644 is one of the vehicles regularly used by Premier (Harold Wilson Ltd.) of Stainforth, on the Doncaster to Thorne and Moor-ends route. The Roe forward-entrance body is built to 27ft 6in by 8ft dimensions. [All photos: M. Fowler]



At Thorne, Park Gates, may be seen the Duple-bodied Bedford OB of E. R. Dodd, Selwyn Motors Ltd., MWB 310.

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MAP SHOWING ROADS MENTIONED BETWEEN THORNE & GOOLE

In successive summers until 1962, numerous days have been pleasantly spent driving Arab IIIs and IVs to relieve regular drivers who have been on holiday or engaged in driving coaches. I am now an ardent admirer of these reliable machines.

In April 1962, I purchased a small car, and in summer could relieve not only the Blue Line drivers at Armthorpe, but also the drivers of the sister firm, **Reliance (R. Store Ltd.)** of Stainforth whose depot had previously been difficult of access. The Blue Line depot at Armthorpe runs service work between Armthorpe and Doncaster, whereas from the Stainforth garage Blue Line and Reliance run jointly on services from Doncaster to Stainforth and Duns-croft, Doncaster to Goole, and Stainforth to Goole. Reliance also run a Saturdays-only service from Doncaster to Kirkhouse Green.

Although I have worked numerous duties from both depots, apart from the Armthorpe run, I have become most familiar with the Saturday 3.34 p.m. from Stainforth to Goole. On Saturdays all Goole duties are worked by double-deckers as far as possible. Types used are Arabs I, II and III, although an Arab IV is sometimes used late at night.

Blue Line, S. Morgan Ltd., own this wartime Guy Arab I with post-war body built by Guy Motors Ltd. to Park Royal design. FTD 69 was formerly owned by Lancaster Corporation.

We may take the August 25, 1962 as a typical day. Leaving the Stainforth depot office with my conductress armed with her Willibrew ticket machine and giant family-sized tickets, I climbed aboard LWR 337, a Guy-bodied Arab III. We set off towards the time point at the Fox Inn, where we joined the route from Doncaster to Goole.



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Scanned from Buses Illustrated (Oct 1963)  
More info at [www.goole-on-the-web.org.uk](http://www.goole-on-the-web.org.uk)



Reliance (R. Store) Ltd. are the present owners of FPT-207, an ex-Sunderland District wartime Guy Arab II fitted with post-war Roe body and "low" Arab III-type radiator, seen on the Doncaster side of Rawcliffe Bridge.



Blue Line's HWU 438, a Guy Arab III with Guy-built body, on the Goole side of Rawcliffe Bridge. A 5-ton weight limit is enforced on this bridge, visible in the background, giving rise to the complex working arrangements described in the accompanying article.

Here I was my friend Tony Peart, with portable tape-recorder at the ready.

We headed straight for Thorne, passing the former garage of T. Severn and Sons Ltd. on the left, opposite the end of East Lane. About a hundred yards down East Lane is the depot of Premier Coaches (Harold Wilson) Ltd. some of whose vehicles could be seen. Directly opposite the Premier depot are the workshops of the Blue Line/Reliance fleets. After numerous stops on the outskirts of Stainforth, we passed Hatfield colliery spoil heap, and crossed the junction of the Doncaster-Hull and Doncaster-Cleethorpes railway lines. About a mile further on we encountered the first of the numerous obstacles on this route, the skew-crossing over the old Great Central line to Cleethorpes, immediately before the market town of Thorne. Kirton Lane, which we had just traversed, joins A614, the main road from Doncaster to Goole and the Yorkshire coast, at right angles. The latter here runs parallel to the Stainforth and Keadby canal, and our second obstacle was the narrow and inconvenient swing bridge, wide enough for only one line

of traffic and controlled on the principle of "first come, first served". To the left of the bridge is the well known Dunstons' shipyard, which, although far inland, builds quite large sea-going vessels.

The first bus stop in the centre of Thorne is opposite the park gates, and caters not only for our bus, but for those on the other route from Doncaster to Thorne and Mooredens operated by T. Severn and Sons Ltd., Felix Motors Ltd., and Premier (Harold Wilson Ltd.). The infrequent Lincolnshire Road Car service from Scunthorpe to Thorne and Mooredens also uses this stop and the same route to Mooredens. As we passed, we noted the Bedford OB/Duple Vista of E.R. Dodd, Selwyn Motors Ltd., on one of its week-end trips from and to Belton, which terminates at Thorne Park gates.

As always, the journey through Thorne itself proved slow and it is not unknown for buses to become jammed for quite lengthy periods of time in the narrow and twisting streets of the town. We left A614 at Thorne's only set of traffic lights, and turned sharp right towards the mining village of Moor-

ends, where some interesting contractors' buses, and p.s.v.s rebuilt as mobile shops are usually visible. Until recently there were two large caravan sites in Mooredens, where it was possible to see numbers of old Mexborough trolleybuses, Gilfords and Tilling-Stevens of the late 'twenties, and other more modern machines. At the time of writing a Doncaster Corporation Renown and a few Leyland PLSCs were all that remained.

We left the Winning Post Hotel at Mooredens at 3.58 p.m. and, with the Guy whistling merrily, we jolted over our second level crossing, this time over the old North Eastern line to Goole and Hull, towards open countryside, passing Ingle Moor Farm on the right, whose yard contains buses owned by C. Cadman. Vehicles normally to be seen here are POR 115, a Bedford SBO/Duple; CCB 300, an Albion Victor/Duple and NHO 400, a Commer TS3/Duple. Soon we approached a narrow hump-backed bridge over Warping Drain, which was dug about a hundred years ago to flood large stretches of land with water from the Don at high tide. In this way silt was deposited until surrounding land was raised by as much as five feet. This is known

as warping, and consequently the land today is richly fertile. The flat and featureless countryside through which we now sped towards Rawcliffe Bridge is typical of this little-known part of the West Riding. It is about fifteen feet above sea level, and supports such produce as cereals, sugar beet, potatoes and bulbs. The road itself is narrow, virtually straight and for much of its length is paralleled by dykes, into which buses have been known to plunge in severe weather conditions. There are, however, some unpleasant corners by the Fox and Duck Inn, like the hump-backed bridge previously mentioned, the scene of some unfortunate accidents.

Shortly after the Fox and Duck we reached Rawcliffe Bridge, and here all our passengers became pedestrians for a few moments. A large sign indicates that vehicles over five tons in weight are prohibited from crossing the bridge. A signal from the conductress informed me that the bus was now empty, and I reversed into a narrow lane, switched off the engine and prepared to follow the passengers across the bridge. This crosses the Dutch river. Originally the Don flowed into the Aire at Airmyn, but about 1630 Dutch engineers diverted the

A Bedford SBI with Yeates Pegasus 44-seat dual purpose bodywork incorporating the Yeates conversion giving an entrance position ahead of the front axle. Reliance's 942 AWR is representative of the type of vehicle used on the bridge between Sundays and Fridays, together with one double-decker on the other turn.



Reliance's MNU 777, a Guy Arab III with Northern Coachbuilders body, approaching the bridge from the Goole side. Built in 1948, this vehicle was acquired from the Trent Motor Traction Co. in 1960. It had originally been supplied to E. Naylor & Sons of South Normanton in 1948, the latter concern being taken over by Trent in July, 1956. Like all the pre-1952 Guys in the Blue Line and Reliance fleets, it has a Gardner 5LW engine.





Duple-bodied Bedford SB MWT 841 of the Advance (Yorks. and Lincs.) fleet overtakes East Yorkshire 635 (VKH 35), an A.E.C. Regent V with the Willowbrook interpretation of Beverley Bar bodywork, in Ouse Street, Goole.



Lincolnshire 2487 (OVL 496), a Bristol 3CALK with E.C.W. body, on the Goole town service.

former by digging the Dutch River and taking it to Goole. Before climbing into the cab of HWU 438, sister to the first Blue Line vehicle I ever drove, I changed the destination blind to read "Goole"

Although there has always been a weight restriction on Rawcliffe Bridge, for many years it was liberally interpreted, and one single-decker bus was used for each complete journey. Early in 1960 the enforcement of the limitation became more rigid, and the present day system was adopted, double-deckers being introduced gradually, although a single-decker may occasionally be seen on the Doncaster side of the bridge and a Bedford SB is always used on the Goole side every day except Saturday.

The system adopted at the bridge is as follows. The driver on the Doncaster side leaves his bus and joins one waiting at the Goole side, which has been left by the crew travelling in the opposite direction. This system is quite straightforward until the buses are due to return to the depot. There are normally two buses on the Goole side

and when the time comes for the first of these to run off, a mechanic from the Stainforth depot arrives with a bus ready for the following day's service. He has driven this by the main Goole road, turning right at Rawcliffe Green towards the bridge and has thus avoided crossing the bridge itself. The bus is then parked overnight in the adjacent hotel yard and the mechanic returns to Stainforth by the same route with the first bus to run off for the night. Meanwhile the crew and passengers cross the bridge and take the last bus to be left at the Doncaster side.

On Saturday night, when the last bus from Goole arrives at Rawcliffe Bridge (actually part of the duty which begins with the 3.34 p.m. run here described), it turns and returns to Stainforth via Rawcliffe Green and the main road (A614) as far as the Dutch River. After crossing this, it takes a sharp left turn and the road between Rawcliffe Bridge and Moorends is rejoined near the Fox and Duck Inn. It must be mentioned that this is a service run, al-

though no passengers are picked up or set down until the bus reaches the normal route.

The reason for using a Bedford on the last run on the Goole side during the week is that the unladen weight of these vehicles is slightly under five tons. The passengers and conductress walk across the bridge with the bus following, thus enabling it to run direct to Stainforth by its normal route.

As we left Rawcliffe Bridge on our August run, we climbed steeply over the busy Knottingley and Goole canal, part of the Aire and Calder Navigation, fortunately across a bridge without such a restrictive limitation, and headed towards Rawcliffe Green, a distance of about two miles. Halfway between Rawcliffe Bridge and Rawcliffe Green, we crossed yet another level crossing, at Rawcliffe Station on the old Lancashire and Yorkshire line between Wakefield and Goole. At Rawcliffe Green we rejoined A614 and at 4.18 turned sharp right towards Goole. Rawcliffe Green is served not only by Blue Line and Reliance buses, but also by those of the West Riding Automobile Company Ltd., whose vehicles travel to Goole from Leeds and various towns and villages en route. Apart from passing the meandering River Aire on our left and climbing over the railway at Air-

myn Station, there is little topographical interest before we reach Goole itself, where cranes and a water tower are the most distinctive landmarks.

Leaving A614 we turned sharp right into the main street. It was here that we got our first glimpse of one of the East Yorkshire "Beverley Bar" double-deckers, in this case a Bridgemaster. East Yorkshire operate services from Goole to Howden, Hull, Driffield and Bridlington, approaching the town along A614 from the opposite direction to our town. After setting down passengers at various points in the town centre we were held up for several minutes at our fourth and final level crossing adjacent to Goole station. The station yard on the left after passing over the crossing generally contains numerous interesting single-deck contractors' vehicles. Directly opposite this yard is the road from Swinefleet, Crowle and Scunthorpe, where Ben Motors and Yorks. and Lincs. Road Services buses may appear. Also in evidence are vehicles of the Lincolnshire Road Car Co. Ltd.

At the end of the main street we took the left fork and after two right turns we reached the terminus for Stainforth and Doncaster buses in North Street at 4.33 p.m.

FLEET LISTS  
BLUE LINE (Samuel Morgan Ltd.), Armthorpe  
RELIANCE (R. Store Ltd.), Stainforth

Reg. No.	Chassis type and No.	Bodybuilder	Seats, etc.	Date new	Notes
<b>Blue Line</b>					
PWR 88	Guy LUF 72407 (6HLW)	Mann Egerton	DP43F	5/55	
LWJ 336	Guy LUF 71567 (6HLW)	Saro	B44F	1953	Ex-Guy demonstrator 1/55.
RWT 613	Guy LUF 72855 (6HLW)	Burlingham	B44F	3/56	
4412 WWV	Bedford SB1 80572	Duple	C41F	6/60	
5120 WX	Bedford SB1 85233	Duple	C41F	12/60	
6832 WY	Bedford SB1 88031	Duple	C41F	6/61	
6833 WY	Bedford SB1 87998	Duple	C41F	6/61	
HWU 437	Guy Arab III 36032 (5LW)	Guy	H30/26R	1/49	
HWU 438	Guy Arab III 36033 (5LW)	Guy	H30/26R	1/49	
LWT 500	Guy Arab III 71188 (5LW)	Guy	H30/26R	8/52	
SWU 876	Guy Arab IV 73220 (6DC630)	Burlingham	H41/32R	12/56	†
FTD 69	Guy Arab I 25780 (5LW)	Guy*	H30/26R	1943	Ex-Lancaster C. 6/58.
WVX 671	Guy Arab IV 74209 (6LW)	Burlingham	H41/31F	8/59	
FPT 205	Guy Arab II 25986 (5LW)	Roe*	H31/25R	1943	Ex-Sunderland Dis. 1/61.
7014 YG	Guy Arab IV 74981 (6LW)	Roe	H41/32F	1/62	
<b>Reliance</b>					
EIW 456	Guy Arab III 29158 (5LW)	Lawton**	DP37F	1947	Ex-Mason, Wednesbury 1/58.
4364 WU	Bedford SB1 74851	Duple	C41F	3/60	
942 AWR	Bedford SB1 87673	Yeates Pegasus	DP44F	3/62	
943 AWR	Bedford SB1 88248	Yeates Pegasus	DP44F	3/62	
998 CWR	Bedford SB5 90691	Yeates Pegasus	DP45F	1/63	
539 DWT	Bedford SB5 90542	Yeates Pegasus	DP44F	3/63	
540 DWT	Bedford SB5 90542	Yeates Pegasus	DP44F	3/63	
LWR 337	Guy Arab III 71190 (5LW)	Guy	H30/26R	4/52	
TYG 4	Guy Arab IV 73700 (6LW)	Burlingham	H41/32R	9/57	
MNU 777	Guy Arab III 28408 (5LW)	N.C.B.	H30/26R	1948	Ex-Trent 4/60.
FPT 207	Guy Arab III 26044 (5LW)	Roe*	H31/25R	1943	Ex-Sunderland Dis. 1/61

Above fleet lists correct at September 1, 1963.

\* Post-war bodywork.

\*\* 8 ft.-wide body built in 1956 (originally had Santus body).

† Exhibit on Burlingham stand at 1956 Commercial Motor Show, Earls Court.

†† In demonstration park at 1962 Commercial Motor Show, Earls Court.

All Guy vehicles listed have constant-mesh gearboxes.