

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 612

MARCH 2002

### HARROGATE MEETING – Saturday 17<sup>th</sup> March

We were pleased to see several new faces amongst the 28 members at this, our first event for 2002, and we hope that they enjoyed the evening and will join us on future events.

Our speaker for the evening was [REDACTED], Operations Manager for First in York. [REDACTED] started his talk by outlining his background. He was at first a teacher by profession, but a day excursion to Scarborough in 1967 on a Wards of Lepton Bedford VAL started off an interest in the bus industry. For a time he combined the two interests by part time coach driving whilst retaining teaching as the “day job”, and he regaled us with a number of amusing anecdotes of his experiences of those early days. Eventually he left teaching and took a full time job with Wallace Arnold and it was whilst with them that he was offered the business of Austin Wardline of Robin Hood, near Wakefield, which had large debts but also a number of E and T licences. Having spent three years turning the business round he went on to buy Compass of Wakefield and it was whilst with this firm that deregulation occurred, giving an opportunity to enter stage carriage work and to experience competition.

From there he set up a new Company called Yorkshire Travel at Dewsbury; this later moved to Huddersfield and was sold to First Group in 1999, as a result of which [REDACTED] was asked to go to York, which he did in September 1999. Since then he has been heavily involved in resolving the various problems that have assailed First York and he also played a major role in the new Metro network, about which he gave us the background and also told us of future plans. Finally, he answered questions from the floor on a number of subjects.

The whole evening was extremely interesting and enjoyable for all those members who attended and we are most grateful to [REDACTED] for giving up his Saturday evening and for giving us such an interesting, amusing and informative talk.

Thanks are also due to [REDACTED], for his liaison role in connection with the talk, and to [REDACTED] for his help with regard to our use of the room.

### SPRING TOUR – Saturday 18<sup>th</sup> May

Arrangements have now been finalised for this tour, which we will be visiting the Derby area. Full details are given on the enclosed booking form; please complete and return this to [REDACTED] as soon as possible.

### LEDGARD CONVENTION – Saturday 13<sup>th</sup> April

A final reminder of the Samuel Ledgard Society's convention at Pudsey Civic Hall, Dawson's Corner, Cote Lane, Pudsey on Saturday 13<sup>th</sup> April. Doors open from 10am with a £2 admission charge. Refreshments are available and everyone will be welcome for this special occasion.

Further information can be obtained from the SLS Chairman, [REDACTED] 0113 250 6401

PRESS DAY for the April issue will be on Saturday 6<sup>th</sup> April and all items should be sent, to arrive on or before that date, to T.M.Leach, 8 High Cote, W.Riddlesden, Keighley, BD20 5DQ or by e-mail to [wyis@btinternet.com](mailto:wyis@btinternet.com).

## Harrogate & District

### FLEET CHANGES

#### Additional Information

The new Volvo B10BLEs 305-9 are 44 seaters, not 48 (which came from an official Press Release). The interiors and destination equipment are identical to the vehicles at Burnley & Pendle / Lancashire United. The VIN for 309 is YV3R4A51721008338.

The demonstration B7 saloon has now received fleet number 200 and registration BU02 BKV. It entered service during March and has been used on route 36 but the duration of its loan is now less certain and at present only one driver has been trained on it.

#### Stored Vehicles

Mercedes 415 remains stored at Starbeck; it has now been joined for disposal by Sovereign Volvo B10M 349 (J749 CWT).

#### Withdrawals

Due for withdrawal with the service cuts from 31<sup>st</sup> March are Javelin 139, Olympian 392 and Volvo B6s 664/5/781/2.



## VEHICLE NOTES

### Repaints

March 2002:- Olympian 408

### Livery Changes

408 has been prepared at Keighley in readiness for repaint into the current new livery as already carried by sister 409. Work is currently on hold, however, whilst repairs are carried out to the body panels.

## SERVICE CHANGES

Notices & Proceedings 1856      22/02/02  
Nil

Notices & Proceedings 1857      08/03/02

### Variations

PB 5213/1746      36/36A LEEDS (Infirmary Street) – RIPON (Bus Station)  
Timetable amended 31<sup>st</sup> March 2002

PB 11858/1746      770 HARROGATE (Bus Station) – LEEDS (City Bus Station)  
Timetable amended 31<sup>st</sup> March 2002

PB 5238/1746      101/102 HARROGATE (Bus Station) – EASTFIELD  
Timetable amended 31<sup>st</sup> March 2002

### Leaflets

From 4<sup>th</sup> March 2002:- Services 23/24 (Pateley Bridge Services)  
From March 2002:- Services 104 (Wedderburn)/109 (Crossways)

A new publication is an A5 sized double sided leaflet entitled "CUSTOMERNews". Issue 1 is dated March 2002 and is to be published at least once a month, to be available from offices and on all buses. The first issue includes details of the new Harrogate Bus Station (see under "Property" later in this issue); Conyngham Hall roadworks at Knaresborough; High Bridge Safety Scheme, also at Knaresborough; advance warning of Harewood Bridge closure on a number of weekends during the Autumn, and of the forthcoming closure of Knaresborough Bus Station for redevelopment. Finally, it advises that changes to bus services from Sunday 31<sup>st</sup> March will affect 36, 36A, 101, 102 and 770 – the most significant enhancement being the introduction of Sunday services to Carnires and Eastfield in Knaresborough. Also from that date, H&D will cease to operate services 142/143 and 790.

Further to last month's notes on the transfer of 904 Otley – Harrogate from H&D to Aztecbird, Metro has removed the service from the 649 etc leaflet and instead refers users to a "Rural Style" leaflet – a retrograde step as two leaflets are now required in order to ascertain the complete service between Otley and Harrogate.

It was announced in the Press recently that £200,000 has been approved for a rural bus inter-link scheme by North Yorkshire County Council to link the villages of Huby, Weeton, Dunkswick, Kirkby Overblow, Barrowby, Netherby, Kearby and Sicklinghall with main bus services to Leeds and Harrogate as well as rail links to the two towns from Weeton railway station. It will also provide a cross-country link to Wetherby. In addition, a £130,000 scheme to provide an off-peak "on demand" service to feed into the new link-up has also been approved as part of the package; this will provide a 16-seat minibus and a rural interchange on the A61 south of Harrogate as well as "additional village bus stops".

Meanwhile, in an apparently strange initiative, the villages of Clifford and Bramham near Wetherby are seeking cash to "improve public transport links" and are applying for up to £10,000 each in parish transport grants from the Countryside Agency. Since the two villages have a 30 minute service to Harrogate, Wetherby and Leeds throughout the week and an hourly service on Sundays, courtesy of H&D service 770, there must be more to this story than appeared in the Press item!

## OPERATING NOTES

On 23/2, all four Javelins were noted in service, with 138, 139 and 155 all on services 56 and 142/143 and 166 was on service 24. Volvo B6BLEs have also been used on 142, however, with 608 (16/2) and 613 (18/2) having been noted.

With the withdrawal of the Mercedes, this type can no longer be used in the filming of "Emmerdale" and accordingly, in the episode broadcast on 7/3 a Volvo B6 from the 664/5/781/2 batch was used.



# KEIGHLEY & DISTRICT

## FLEET CHANGES

### Additional Information

Former Sovereign (London) Olympian 937 finally entered service at Keighley during February, contrary to the hopes expressed in the November issue that it would be in use by the time that issue was published. Over the intervening three months, much work has been needed to return the vehicle to Class VI (PSV) standard, including reinstating a number of seats; refitting the bell strips and partial rewiring of the engine cover microswitches. Much of the delay was in awaiting parts, particularly the part wiring loom, but now it is in service it is the oldest bus in the fleet and reintroduces the year suffix registration mark.

## VEHICLE NOTES

### Repaints

February 2002:- Olympian 974  
March 2002:- Olympian 348

### Livery Changes

Both the above Olympians have received yellow livery on repaint. In the case of 348 this marks a change of plan since 974 was to have been the last to receive yellow livery. 974 is the first, and probably only, highbridge ECW bodied Olympian to be painted yellow (937/40 are Roe bodied) and was the vehicle with "Keep Keighley Tidy" lettering and drawings done some years ago by a local schoolgirl. There are now 13 Olympians in yellow and it is understood that one further example may follow before repaints into fleet livery recommence. If the painting programme is maintained, this will therefore mean that the last in yellow should now be 370, with 371 becoming the first ECW Olympian in the new livery.

With the cessation of service 699, the 699/717 route branded B10Bs have had the "BRADFORD \* HAWORTH \* " removed from the panels above the windows on both sides. This affects 522-9/31.

### Advertisement News

Olympian 348 lost its "Workouts" full rear advert on repaint into yellow. Further to last month's notes, the only yellow Olympians that retain full rear adverts are 349 (Brunskill); 384 (Yorkshire Sofa Company) and 385 (T.F. Smith).

Mercedes 122 becomes the first to have a full rear advert in contravision. It is multi-coloured and is for "Bradford Bulls", which should go down well with the local Keighley Cougars team!

## SERVICE CHANGES

Notices & Proceedings 1856      22/02/02

### Variations

PB 10985/1748      715 KEIGHLEY (Bus Station) – KEIGHLEY (Bus Station)  
Timetable amended 10<sup>th</sup> February 2002

PB 5171/1748      712/762/765 KEIGHLEY (Bus Station) – ILKLEY (Rail Station)  
Route and timetable amended 10<sup>th</sup> February 2002

PB 15786/1748      65/65C KEIGHLEY (Bus Station) – COLNE (Bus Station)  
Timetable amended 10<sup>th</sup> February 2002

### Cancellation

PB 19293/1748      75 KEIGHLEY – BOLTON ABBEY      28<sup>th</sup> January 2002

Notices & Proceedings 1857      08/03/02

### Variations

PB 18996/1748      807 SKIPTON – RICHMOND  
Route and timetable amended 31<sup>st</sup> March 2002

PB 19843/1748      78A KEIGHLEY (Bus Station) – SKIPTON (Bus Station)  
Timetable amended 18<sup>th</sup> February 2002



## Leaflets

From 17<sup>th</sup> February 2002:-

Cross Hills – Airedale Hospital – Keighley (Summary timetable). This useful publication is new and brings together all services serving Airedale Hospital as well as those between Keighley and Steeton Top (now known as Steeton Primary School). It also includes a map of bus routes in Cross Hills, Glusburn and Sutton in Craven and of stopping points within the Hospital grounds. The cover has a nostalgic photograph of B10B 511 in full Star Bus livery with 66/68 route branding, the bus now being with Harrogate & District.

Not mentioned in last month's summary of service changes was that on Sundays and Public Holidays between 2<sup>nd</sup> June and 29<sup>th</sup> September, service 698 Bradford – Haworth – Oxenhope is to operate with four journeys each way at two-hourly intervals, affording an hourly frequency with service 697 between Bradford and Cross Roads for most of the day. This was not mentioned in the K&D handout referred to last month, but is shown in the Worth Valley Services timetable. The new issue of the timetables include a useful timepoint at Cross Roads for the 663/4/5/96/7/8 services.

## OPERATING NOTES

An independent television company commissioned by the BBC to make a one-off crime documentary has been taking a close interest in the camera-fitted buses operated by K&D. The "Crime Watch" style documentary, to be screened nationally by the BBC in late Spring, will feature the increasing use of CCTV in criminal detection, including a dramatic reconstruction of a vicious attack on a K&D driver which took place on Hanover Street, Keighley on 23<sup>rd</sup> September 2001. Following scrutiny of CCTV evidence from the bus, Keighley CID were able to make a successful arrest within 24 hours of the attack taking place and the assailant subsequently received a 6 year prison sentence at Bradford Crown Court. K&D staff participated in a filmed reconstruction in early February.

A survey of early departures on the first morning of operation from the new Keighley Bus Station found the following:- 0725 London (National Express 561) – not seen. K&D commenced operations at 0755 with the Bradford (662) which was worked by B10BLE 549, the first K&D bus to operate out of the bus station on service. The next two departures, the 0815 to Leeds (760) and 0850 to Bradford (697) were not seen, then 0850 Bracken Bank (719) – 567; 0855 Bradford (662) – 546; 0905 Thwaites Brow (705) – 648; 0910 Ilkley (762) – 575; 0915 Leeds (760) – 564; 0927 Crosshills (68C) – 567; 0930 Todmorden (500) – 569; 0935 Laycock (710) – 648; 0940 Oakworth (717) – 549; 0945 Oxenhope (663) – 548; 0945 Grassington (67A) – 568; 0955 Bradford (662) – 572; 0959 Bolton Abbey (75) – 121; 1005 Thwaites Brow (705) – 650; 1005 Braithwaite (702) – 648; 1010 Bracken Bank (719) – 541; 1015 Leeds (760) – 567; 1030 Ingrow (701) – 644; 1035 Laycock (710) – 648; 1040 Oakworth (717) – 541; 1045 Grassington (67A) – 575; 1055 Bradford (662) – 546; 1100 Bingley (728) – 644; 1105 Thwaites Brow (705) – 650. From the above, one or two interesting workings may be worth pointing out – e.g. 549 did 0755 (662); 0940 (717) and was then seen to be set up for Bracken Bank (719). 546 on the other hand did both 0855 and 1055 Bradford (662). 567 did 0850 Bracken Bank (719), 0927 Crosshills (68C) and then 1015 to Leeds (760) – the first of its four trips on 760. 648 did 0905 Thwaites Brow (705), 0935 Laycock (710) and 1005 Braithwaite (702), then continuing on 710 and 702 for the rest of the day. 575 did 0910 Ilkley (762) and 1045 Grassington (67A). There appears to be interworking of Ilkley and Skipton/Grassington on Sundays until evenings and on Monday to Saturday daytimes, similarly, Ilkley and Skipton are interworked. Laycock (710), Bingley (728) and Riddlesden (708) are interworked on Sundays. A pattern seems to emerge on Sundays from the commencement of the half hourly frequency on 662 and workings appear to be Oakworth – Bradford – Bracken Bank – Bradford etc.



## FLEET CHANGES

### New Vehicles

1718	YJ51 RGY	Volvo B7L	YV3R7G61421000898	Wright Eclipse	E 570	B41F	11280Kg
1719	YJ51 REU	Volvo B7L	YV3R7G6112A000924	Wright Eclipse	E 586	B41F	11280Kg
1720	YJ51 RFE	Volvo B7L	YV3R7G61521000912	Wright Eclipse	E 582	B41F	11280Kg
1721	YJ51 RFF	Volvo B7L	YV3R7G61721000880	Wright Eclipse	E 529	B41F	11280Kg
1722	YJ51 RFY	Volvo B7L	YV3R7G6152A000926	Wright Eclipse	E 584	B41F	11280Kg
1723	YJ51 RFX	Volvo B7L	YV3R7G6132A000925	Wright Eclipse	E 585	B41F	11280Kg
1724	YJ51 RFL	Volvo B7L	YV3R7G61221000902	Wright Eclipse	E ???	B41F	11280Kg
1725	YJ51 RFN	Volvo B7L	YV3R7G6102A000929	Wright Eclipse	E 576	B41F	11280Kg
1726	YJ51 RFO	Volvo B7L	YV3R7G6172A000927	Wright Eclipse	E 587	B41F	11280Kg
1727	YG02 DHK	Volvo B7L	YV3R7G61321000911	Wright Eclipse	E 590	B41F	11280Kg
1728	YG02 DHM	Volvo B7L	YV3R7G6192A000928	Wright Eclipse	E 575	B41F	11280Kg
1729	YG02 DHL	Volvo B7L	YV3R7G6172A000930	Wright Eclipse	E 577	B41F	11280Kg
1730	YG02 DHO	Volvo B7L	YV3R7G6142A000934	Wright Eclipse	E 579	B41F	11280Kg
1731	YG02 DHN	Volvo B7L	YV3R7G61X2A000923	Wright Eclipse	E 583	B41F	11280Kg
1732	YG02 DHV	Volvo B7L	YV3R7G6182A000936	Wright Eclipse	E 581	B41F	11280Kg
1733	YG02 DHA	Volvo B7L	YV3R7G61521000909	Wright Eclipse	E 588	B41F	11280Kg



1734	YG02 DGZ	Volvo B7L	YV3R7G6162A000935	Wright Eclipse	E 580	B41F	11280Kg
1748	YG02 DHF	Volvo B7L	YV3R7G6122A000950	Wright Eclipse	E ???	B41F	11280Kg
1749	YG02 DHE	Volvo B7L	YV3R7G6132A000942	Wright Eclipse	E ???	B41F	11280Kg
1750	YG02 DHD	Volvo B7L	YV3R7G6162A000952	Wright Eclipse	E ???	B41F	11280Kg
1751	YG02 DGY	Volvo B7L	YV3R7G61121000910	Wright Eclipse	E 591	B41F	11280Kg
1752	YG02 DHC	Volvo B7L	YV3R7G6162A000949	Wright Eclipse	E 592	B41F	11280Kg
1753	YG02 DHU	Volvo B7L	YV3R7G6142A000951	Wright Eclipse	E 593	B41F	11280Kg
3041	YG02 DHP	Volvo B6BLE	YV3R3A9121A010400	Wright Crusader	E ???	B38F	8740Kg
3042	YG02 DHY	Volvo B6BLE	YV3R3A9161A010402	Wright Crusader	E 380	B38F	8740Kg

#### Additional Information

Further to last month, the body number of 1716 is E572; it entered service with 1717 on 11<sup>th</sup> February. After the arrival of 1713-7 with slim fleetnumbers, a return to chunkier ones was made from 1718 to 1729, then slimmer ones reappeared. The B7 saloons from 1713 onwards have an additional curved grab handle above the drivers side luggage bay. Delivery and into service dates for the vehicles new this month are as follows:-

Fleet No.	Delivered	Into Service	Fleet No.	Delivered	Into Service	Fleet No.	Delivered	Into Service
1718	12/02/02	13/02/02	1727	27/02/02	01/03/02	1749	08/03/02	11/03/02
1719	13/02/02	18/02/02	1728	28/02/02	01/03/02	1750	08/03/02	11/03/02
1720	14/02/02	18/02/02	1729	28/02/02	01/03/02	1751	06/03/02	08/03/02
1721	14/02/02	18/02/02	1730	01/03/02	04/03/02	1752	06/03/02	08/03/02
1722	18/02/02	25/02/02	1731	01/03/02	04/03/02	1753	01/03/02	06/03/02
1723	18/02/02	20/02/02	1732	01/03/02	05/03/02	3041	01/03/02	04/03/02
1724	19/02/02	20/02/02	1733	06/03/02	08/03/02	3042	06/03/02	08/03/02
1725	20/02/02	21/02/02	1734	06/03/02	08/03/02			
1726	21/02/02	22/02/02	1748	08/03/02	11/03/02			

From about 11/2, a number of unregistered new B7s for York were parked up at the Volvo base at John Smiths', Tadcaster, from where they were taken as required to James Street depot.

The first of the new B7 saloons for Park & Ride use, 1753, arrived at James Street on 1<sup>st</sup> March & looks very smart with a mainly blue skirt (with upswept white & pink for a short way) from just behind the front wheels and going right around the back. The front bumper is blue and the blue continues right round the front lower area whereas the standard ones have the pink on either side 'bumper', sloping down to leave white in the centre (reg plate surround). Cantrail is white with First branding of standard colour in the standard place. However, they only have the F First symbol on the cantrail, and no reference to The City of York Council as on the Scania. Park & Ride - York lettering is on the front below the windscreen and rear bonnet and the lower panels. Free Parking & Frequent Service lettering is in the window at the rear and side rearmost windows. The livery is very similar to the coach version, such as those from Reading to Heathrow. Press reports suggest there will be sixteen buses in this livery, which would make the P&R batch 1738-53.

#### Withdrawals

21 <sup>st</sup> January 2002:-	DAF 1251
16 <sup>th</sup> February 2002:-	Atlantean 6467
26 <sup>th</sup> February 2002:-	Darts 3208/9
27 <sup>th</sup> February 2002:-	Scania 8427
28 <sup>th</sup> February 2002:-	Dart 3217
4 <sup>th</sup> March 2002:-	Olympian 5112
5 <sup>th</sup> March 2002:-	DAFs 1208/52/3/4, Darts 3218/321
6 <sup>th</sup> March 2002:-	Atlantean tuition vehicle 9113
8 <sup>th</sup> March 2002:-	Olympians 5042/113
11 <sup>th</sup> March 2002:-	Darts 3206/52, Scania 8412
13 <sup>th</sup> March 2002:-	Scania 8420/6/31
15 <sup>th</sup> March 2002:-	Dart 3377

Also withdrawn are Darts 3304/13/20/75, dates to follow. As a result of the above withdrawals, the DAF is now extinct at York, both in Optare and Ikarus-bodied forms.

#### Sales & Disposals

20 <sup>th</sup> December 2001:-	Atlantean 6463 to Norths, dealer, Sherburn in Elmet (corrected date)
24 <sup>th</sup> January 2002:-	Olympian 5186 to First Western National
28 <sup>th</sup> January 2002:-	Dart 3232 to First Eastern Counties (corrected date) (no.344)
11 <sup>th</sup> February 2002:-	DAF 1251 to First PMT (no. 271)
	Dart 3355 to First Beeline
16 <sup>th</sup> February 2002:-	Atlantean 6467 to First in Manchester (Bolton depot). It is understood that this has now been further resold to the SELNEC Preservation Society.
18 <sup>th</sup> February 2002:-	Dart 3314 to First Badgerline
22 <sup>nd</sup> February 2002:-	DAF 1206 to First PMT (no. 286)



4<sup>th</sup> March 2002:- Olympian 5112 to First Edinburgh after repaint at First Mainline, Rotherham, into Barbie 2 livery.  
 5<sup>th</sup> March 2002:- DAFs 1208/52/3/5 to First PMT (nos. 288/72/3/5)  
 6<sup>th</sup> March 2002:- Dart 3321 to First Badgerline  
 8<sup>th</sup> March 2002:- Atlantean 9113 to Norths, dealer, Sherburn in Elmet for scrap.  
 Olympians 5042/113 to First Edinburgh after repaint at First Mainline, Rotherham, into Barbie 2 livery.  
 11<sup>th</sup> March 2002:- Dart 3206 to First Eastern Counties  
 Dart 3252 to First in Huddersfield  
 Scania 8412 to First Mainline.  
 13<sup>th</sup> March 2002:- DAF 1207 to First PMT (no. 287)  
 Scania 8420/6/31 to First Mainline  
 15<sup>th</sup> March 2002:- Dart 3377 to First Cymru

## VEHICLE NOTES

### Livery Changes

Once all the new vehicles are delivered and in service it is intended that around half the vehicles required to work each route will be colour branded for that route; the balance will be unbranded vehicles which can be used on any route.  
 With the rapid changes now taking place, the livery situation is changing daily and the following is therefore an update of the list published last month:-

First Corporate: 1701-11/3-34, 3019-42/356/74, 5809-20 (71)

First Corporate (pre 1997): 5195-7/521 (4)

First Corporate (driver trainer): 9446/8 (2)

Two Tone Green: 3305, 5194 (2)

Huddersfield: 2229, 3231/49-51/3 (6)

Park & Ride blue: 8413-5/9/21-6/8-30 (13)

Park & Ride white: 8417/8 (2)

Designer Line: 3342/4 (2)

Easylink: 3376 (1)

Norwich Union Park & Ride: 1712 (1)

First Park & Ride: 1748-53 (6)

Total: 110

Rear adverts: York Business Park: 1707; John Peters: 3250

Note the disappearance of Allover Green & the Mainline Training Unit & the decimation of 2 tone Green.

### General News

Volvo B7L 1701 is fitted with a GPS tracker and is being rotated through different routes. It is intended that in 12 months' time every vehicle will have this feature.

### Advertisement News

1707 now carries a full rear contravision advert, in dark blue, for York Business Park, Ring Road, Poppleton.  
 A nearside advert on deckers is for 'So light, so heavenly - Philadelphia cheese - extra light'.

Lower saloon adverts are for (1) 'Are you bullied - NSPCC'; (2) Acomb Traders, 19 Front Street, Acomb; (3) BT phone lines by Direct Debit; (4) an Army advert similar to the ones previously on the deckers.

Just as they are about to depart, adverts have appeared for the first time on the rears of P & R Scania 8413/15/25/26/28/29/30 for 'Castle', 'Driver seeks local mini dealer'. On the next line 'Succeeds. The end' Castle Clifton Moorgate. On the right is a yellow car and in miniscule lettering 'Park and Ride sponsored by Castle.'

Other rear adverts are (1) Just listen to Minster FM; (2) Life support machines - walk to work !! and illustrating 3 pairs of shoes.

## SERVICE CHANGES

Notices & Proceedings 1856 22/02/02

### Variation

**PB 18160/1747 TOUR EXHIBITION SQUARE – EXHIBITION SQUARE**

Start date amended to 1<sup>st</sup> June 2002. (This is the open top tour, which is to be sold to Guide Friday; it was operated by First in York only on the weekends of 2/3<sup>rd</sup> March and 9/10<sup>th</sup> March).

Notices & Proceedings 1857 08/03/02

### New Registration

**PB 20005/1747 747 YORK (Railway Station) – POCKLINGTON**

From 4<sup>th</sup> Feb 2002. Mondays to Saturdays



## OPERATING NOTES

Further to last month, service 747 does run on Saturdays too, not just Monday – Friday (see above N&P application) and 1712 has been observed on the Red Line P&R service; During the half term week holiday (w/c Feb 11th) there were a few B6 and B7 sightings on P & R as well as the decker observation.

Unusually, 3376 has been used for staff shuttles on Sat 23/2 and Mon 25/2. On 23/2, it was showing another bit of its old Pullman desty with "Pickering" showing.

A DAF/Optare and an Alexander/Dart 325x were noted on 10 (Stamford Bridge to Poppleton) on Saturday 16/2, which is now mainly worked by new B7 saloons. On Monday 18th Feb, one DAF/Optare was working 10 again whilst a second was on the 6 (Osballdwick to Station Rise).

Olympian 5194, still in two tone green, was working service 4 (University to Acomb) on Friday 1/3, and on Service 24 to Wheldrake at lunch time, on 6/3.

Mercedes 2229 was working the taxi shuttle to town on 6/3; 3376 was working this duty one day during the same week, and new 3041 on 1/3.

On Sunday 10/3 there were 19 vehicles booked out as follows:- Deckers 5811/12/14/16 on duties 0101/04/03/02, B7 saloons 1720/24/34 on duties 0401/2/3, 1708/13/25 on duties 0501/02/03, 1701/18 on 0601/02, 1703/10 on duties 1002/01 and B6 saloons 3024/29/42 on duties 2201/03/02, 3020/22 on duties 2301/02. 1709 replaced 1703 at 1730 on Service 10. The first two digits of the duty number corresponds to the service route for the main part of the day. Some duties are route interlinked where timings fit in better. For example weekday evenings Station Rise to Osballdwick and return on route 6, followed by a Station Rise to Strensall and return on 5 and then on 6 back to Osballdwick again.

## Yorkshire Coastliner

### SERVICE CHANGES

Notices & Proceedings 1856      22/02/02

**PB 8038/1873      840/842 WHITBY – MALTON (Bus Station)**  
Route amended 31<sup>st</sup> January 2002

Notices & Proceedings 1857      08/03/02  
Nil

### OPERATING NOTES

On 4/2, Olympian 429 was parked up at Malton having worked on 396 to Yorkshire Coast College.

On 6/2, a rail strike day, Olympian 437 was on Leeds-Malton (843) in place of the usual B10. Similarly, on 1/3, B10BLE 441 was replaced by Olympian 435 for the afternoon 845 journey; likewise B10B 455 was replaced in the afternoon on 842 by Olympian 432. In the early evening on the same day, Olympians 427 and 431 also appeared on single deck duties to and from Leeds.

On 9/2, Olympian 407 was on the afternoon Bridlington – Leeds (845) journey.

On 24/2, B10BLE 441 was on an early evening Scarborough-Leeds journey.

On 27/2, Olympian 429 was on the 1410 Malton-Leeds (840).

Due to roadworks in early March, the inward route to Leeds was having to miss out Vicar Lane, whilst the outward journey via New York Road was via the westbound carriageway of the Inner Ring Road. This diversion also affected H&D vehicles on service 770.

## SOLD STOCK NEWS

**LWR 405** (Ex 1017, Bedford van sold Reynard, Starbeck, Harrogate, 6/62)

There had been no reported sightings of this vehicle after sale by WY, but as a result of a recent chance remark it has come to light (supported by photographic evidence) that this vehicle, engineless but still in WY maroon and cream livery, was in the scrapyard of Alec Ford at Conisbrough in 1971 and presumably ended its days there.

**PWY 588W** (Ex 1021/FY 1356, Leyland National 2 sold W.Norths, Sherburn, 11/01)

As with most, if not all, of the vehicles sold to Norths, this is another to appear with Wigley, dealer, Carlton, by 2/02.

**JWW 227N** (Ex 1968, Bristol VRTSL6G sold J.Sykes, dealer, Barnsley, 7/89)

Last reported in issue 610, still with Grayscroft, Mablethorpe but re-registered back to JWW 227N, by 10/01. As forecast, this has now been sold by Grayscroft, but we understand it has passed for preservation to Ernest Carter of Cookridge, Leeds, by 2/02 and is kept on the premises of a coach operator at Horsforth.

**H413 FGS** (Ex H&D 413, Mercedes 811D sold York City Rugby Club, 11/01)

This has now appeared in the livery of Dodsworth, Boroughbridge, and is being used in service by him (by 2/02).



E283 TWW (Ex YC 483, Mercedes Star Rider sold Fleetmaster Bus & Coach, dealer, Horsham, 10/98)  
Further to last month's note on this vehicle, the registration 7980 R was retained by Eagre and it is therefore now registered  
E283 TWW with Road Car.  
J424/5 NCP (Ex 1204/5, DAFs transferred to First in Huddersfield, 1/02)  
As expected, these did not stay long at Huddersfield and moved on to First PMT on 8<sup>th</sup> February 2002 as nos. 284/5.

## PROPERTY

### HARROGATE

The first phase of the development of the new Bus Station comprised the building of the first departure bays of the new bus station on the adjacent car park. Once this first phase is completed, buses for Leeds, Ripon, Knaresborough, Wetherby, Bradford, Pateley Bridge and Jennyfield will depart from the new site. All other buses will depart from Station Parade, outside the new Bus Station (except Bilton buses) which will continue to use Lower Station Parade. This will facilitate the commencement of Phase Two, during which the existing Bus Station will be demolished and the final departure bays will be put into place.

## WEST YORKSHIRE HISTORY

### QUERY CORNER

Further to the query in the December issue regarding the turning arrangements at Eldwick, it has been confirmed that after use of the yard of the "Acorn" ceased, vehicles did turn for a time by using Spring Lane.

### DRIVERS' AND CONDUCTORS' INSTRUCTION BOOK

(continued from January issue)

#### (g) RIPON

##### (i) Bus Station

Drivers are to conform to the turning procedure in accordance with the standing orders of the United Automobile Services Ltd (see diagram).

##### (ii) Approaches to Ripon

Drivers using both High and Low Skellgate to use caution in order to prevent traffic blockage, and over-running of pavements is prohibited.

#### (h) BRADFORD

Drivers negotiating the section of roadway between Apperley Station and the Woodlands Hospital in Rawdon must drive at very moderate speeds as this is a privately owned and maintained roadway.

#### (i) CROMPTON PARKINSONS' WORKPEOPLE SPECIALS

The route arranged for vehicles on the above service is as follows

Buses to proceed from Crompton Parkinson's or Carter-Parker's works by way of Ings Lane, in both directions.

#### (j) YEADON (ALBERT SQUARE)

(i) Drivers, when negotiating vehicles both in and out of Albert Square, Yeadon, must not drive over the wooden trap-door situated in the footpath outside the Albert Hotel, as this will not withstand the weight of heavy vehicles.

(ii) Drivers to circle Albert Square in Yeadon at low speed to avoid damage to the vehicles by the rough surface of the roadway.

#### (k) BINGLEY (ELDWICK-DICK HUDSONS ROUTE)

##### (i) Bingley Railway Station

Drivers of double deck vehicles to proceed with caution in the Bingley Railway Station forecourt, and observe both the white lines and the limiting boards installed, to avoid fouling the entrance canopy.

##### (ii) Eldwick Terminus

Vehicles are not to be driven beyond the Company's notice board in the car park of the Acorn Inn.

#### (l) BOSTON SPA STOP

Drivers are not to use Pinetree Avenue for reversing or parking, without the permission of any of the property owners in this road.



(m) **TADCASTER**

The portion of the main road between the Tadcaster Institute and John Smith's Brewery is prohibited to all buses in either direction the route through Tadcaster (with the exception of the Stutton—Tadcaster Service) is via Station Road.

(n) **YORK**

Routes Through the City:

(i) Journeys with a North-Eastern Destination

Rougier Street, Lendal Bridge, St. Leonards, Gillygate, Lord Mayor's Walk, Monkgate.

(ii) All other destinations

In accordance with normal traffic arrangements. In the event of any other journey passing through York, such as private hire, the Driver must determine his route beforehand from an official of the Company, owing to the traffic restrictions in the city. No vehicle to pass through Micklegate Bar in either direction.

(iii) Racecourse Route

Double deck vehicles are to use the following route:

Outwards : Railway Station, Nunnery Lane, Bishopthorpe Road, then right to the bus stand in Campleshon Road.

Inwards : Bus Stand in Campleshon Road, Knaves-mire Road, Tadcaster Road, Blossom Street, Railway Station.

Double deck vehicles **cannot** pass under the low arch at the main racecourse entrance. On no account are double deck vehicles to utilise the roadway fronting the County Stand Main Entrance.

The Police have forbidden more than three omnibuses at any one time, when operating Racecourse Specials, to utilise the stand at the Railway Station, and the parking site for spare vehicles is at Railway Garages, Leeman Road End. All parking and departures from the Railway Stand is controlled by a uniformed official.

(o) **WHITWELL HILL**

(YORK—SCARBOROUGH ROUTE)

Drivers must descend Whitwell Hill in gear, braking sufficiently to keep speed within reasonable limits.

(p) **MALTON**

Drivers, when reversing at the Hawthorne Avenue Terminus, must avoid damage to the grass areas and the grass verges.

**39. TYNE—TEES—MERSEY EXPRESS SERVICES**

(a) **WORSWICK STREET BUS STATION, NEWCASTLE**

The instructions of the Northern General Transport Co. Ltd., regarding the scotching of wheels whilst vehicles are using the bus station, are to be complied with.

(b) **RIPON—MIDDLESBROUGH**

This section of route, both on the outward and inward journey, is an ordinary local service and as such all intending passengers must be picked up en route to the usual complement of standing passengers.

(c) **CATTERICK BY-PASS DUAL CARRIAGEWAY**

This roadway is not a licensed route and prohibited to all vehicles operating on the Limited Stop Service.

(d) **DEWSBURY CUTTING, DEWSBURY**

This is on the Leeds side of Dewsbury and special care must be taken by Drivers when descending the gradient.

(e) **OLDHAM**

Drivers must not over-run the pavement situated in Emmett Street, Oldham, and which is an approach to the bus stand in Greaves Street.

(f) **RAINHILL**

Drivers should note that there is an official stop at Loyola Hall in Rainhill and passengers are to be both picked up, or set down, as requested.

**40. COMPULSORY USE OF LOWER GEARS ON SPECIFIED GRADIENTS**

Where instruction boards are installed, whether by Associated Companies, the County Council or the Highway Authority in respect of the compulsory use of lower gears on specific gradients, Drivers must observe these notices at all times and due consideration must also be given to road surface conditions during inclement weather.

(a) **ROUTE 8 (HARROGATE-FOREST MOOR-MANOR CRES.)**

Briggate Hill—2nd gear in either direction between Gracious Street and the Low Bridge.



(b) ROUTE 27 (PATELEY BRIDGE-MIDDLESMOOR)

(i) Middlesmoor Hill

From level section mid-way on hill, to Middlesmoor Village, 1st gear must be used in either direction (ensure that low gear is firmly engaged).

(c) ROUTE 28

(PATELEY BRIDGE-GREENHOW-GRASSINGTON)

(i) Greenhow Hill (see diagram).

(ii) Hebden Bank

From W.R.C.C. Board to Bridge at foot of hill

2nd gear is preferable.

(iii) Skyreholme Chapel Bank

1st gear must be used for ascending and descending gradient.

(d) ROUTE 45 (LEEDS-YORK-BRIDLINGTON)

Drivers must strictly adhere to the instructions displayed on the notice boards jointly installed by this Company and the East Yorkshire Motor Services at suitable points on:-

(i) Garrowby Hill.

(ii) Killick Hill.

(e) ROUTE 62

(BINGLEY-ELDWICK VIA PARK RD., OTLEY RD.)

(i) The gradient between top of Parkside Hill and road end near Ladies' College—2nd gear in either direction.

(ii) Double deck vehicles approaching Beck Bottom Bridge, Eldwick, use 2nd gear in either direction.

(f) ROUTE 62A (BINGLEY-MORNINGTON ROAD-ELDWICK)

Compulsory stop at "Ferncliffe" and descend in 2nd gear to Housing Estate. Ascending vehicle should stop at Kent Road and "Ferncliffe" junction and engage 1st gear to summit of hill.

(g) ROUTE 64 (SHIPLEY—WROSE)

1st or 2nd gear to be used when ascending according to loading at vehicle. 2nd gear to be used when descending. Re-start in 1st gear on Wrose Hill.

(h) ROUTES 78—79 (SKIPTON-HAWES-LEYBURN)

(i) Kidstones Pass—descend in 2nd gear. Ascend in 1st or 2nd according to loading.

(ii) Thoraby Bence—descend in 2nd gear. Ascend in 1st or 2nd according to loading.

(i) ROUTE 91 (BRADFORD-LEEDS--WHITBY)

Drivers must strictly adhere to the instructions displayed on the notice boards of the United Automobile Services which are installed at suitable points on the following gradients

(i) Cow Wath, Goathland.

(ii) Blue Bank.

(iii) Saltersgate.

(iv) Ruswarp.

(j) KWy ROUTE 20

(KEIGHLEY—THWAITES BROW)

Ascend and descend in 1st or 2nd gear according to loading and weather conditions.

(k) SUTTON BANK, THIRSK

(PRIVATE HIRE OPERATION)

Must be ascended in 1st gear. Compulsory stop at North Riding County Council Board at summit of hill, and descend in 1st gear. (Ensure that gear is firmly engaged).

(l) WASS BANK, BYLAND

Ascend in 1st or 2nd gear according to load. Descend in 2nd gear to cottages at foot of hill.

(m) RIEVAULX ABBEY BANK

Descend in 2nd gear.

(to be continued)

TML 14/03/02