

WEST YORKSHIRE

INFORMATION SERVICE

JANUARY 2003

ISSUE NUMBER 622

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FLEET LIST

As usual, this issue includes our annual fleet list. Last year readers may recall that to save on costs the list was issued in two parts, the second being of the "other" Blaze field companies and available only on request. This year, the sales of both the Bolton operations of Lancashire United and the entire Sovereign London operations during the course of 2002 have reduced the overall fleet size sufficiently for the whole Blaze field fleet plus that of First in York to be included in one list. In addition, a timely renumbering at York has enabled us to include details of both old and new fleet numbers in the list, making the fleetlist even more useful as a cross reference document.

WEB SITE

For the start of a New Year, the WYIS now has its own web site. The main use of this is to bring us to the attention of enthusiasts browsing the Internet who may wish to subscribe to the WYIS and the site therefore does not include any items of news, since that is covered in the monthly Bulletin. However, one of the items of interest to members may be that the negative collection catalogues can now be downloaded from the web site. (Printed catalogues will still be available for members without Internet access, but of course these will not be as up to date as the on-line versions.) In addition, links are provided to the companies' official web sites, together with further links to interesting enthusiasts' sites. Do please visit the site, which is at www.wyis.btinternet.co.uk.

FIRST IN YORK

We extend a welcome this month to [REDACTED] who with effect from January 2003 has been appointed Managing Director of First in York. Currently operations manager at First in Oldham, [REDACTED] who is 26, replaces former managing director [REDACTED], who left in October. [REDACTED], who has worked for First since graduating from Birmingham University, has been previously posted in Glasgow, the West Midlands, Hereford, Worcester and Essex, and latterly in Oldham where he has been managing the five-minute high-frequency service to Manchester and surrounding towns.

THE RUMOUR

Some members who were at the Harrogate meeting will have obtained copies of the current issue of this, the internal newsletter of the Blaze field Group, by courtesy of [REDACTED]. We are obliged to Blaze field for offering back numbers of *The Rumour* published over the last 2 years or so to any member who would like them. Please contact *The Rumour* Editor at [REDACTED].

PRESS DAY for the February 2003 issue will be on Saturday 1st February and all items should be sent, to arrive on or before that date, to [REDACTED].

Harrogate & District

FLEET CHANGES

Acquired Vehicles

The first of the former Sovereign London Olympians arrived at Starbeck during December in the form of S56 VNM, (in Sovereign route 292 livery) and H148 GGS (in all-red LT livery). Both left for one of the Lancashire companies soon afterwards; S56 VNM for repaint into Harrogate & District colours and return, H148 GGS for service.

Additional Information

The VIN numbers of the new Darts are SFD6BACR32GW16733-5 and not as given in the November 2002 issue. All three have Plaxton and Dennis badges at the rear, but only 705 has them at the front. They all have "TransBus" on the front wheel hubs.

Javelin Trainer 163 is currently stored at Starbeck awaiting lettering and possible test. Prior to arrival with Harrogate & District it had been modified inside for use as a permanent driver trainer and as a result only has a total of 15 seats rather than the normal 47. The layout includes a table at the nearside, towards the front.

Unladen Weights

163 – 10119 Kg (not 9933 Kg).

VEHICLE NOTES

Repaints

August 2002:-	Javelin 165
December 2002:-	Javelin 163
January 2003:-	Volvo B6BLE 603

Livery Changes

The repaint of 165 at Keighley into yellow livery prior to entry into service somehow escaped previous publication. 163 is now in Eclipse Training livery, having been painted at Blackburn, but is not yet in use and currently lacks lettering.

603's repaint was beginning at Keighley as we closed for Press. It is to receive the current standard "upswept" livery as already applied to sisters 601/2.

As forecast last month, a number of vehicles (though not yet all) have received lettering which on the offside is placed before the fleetname thus:- "*Bus Operator of the Year 2002... ..*", whilst on the nearside it is placed after the fleetname as "*... .. Bus Operator of the Year 2002*".

SERVICE CHANGES

Notices & Proceedings 1877	13/12/02
Notices & Proceedings 1878	27/12/02
Nil	

Timetables

From 8th December 2002:- Routes 201/203/204 ("Bilton Services") – in House Style

We understand that a "House Style" timetable for the Pateley Bridge (23/24) services has now been reissued to include the Sunday service on 24, though the cover date is not yet known. Dependent on the outcome of a review of all tendered services in the Harrogate area by NYCC the leaflet for services 110/111/112 is expected to be reissued in April, and at the same time a house style leaflet for services 56/57 may be produced.

OPERATING NOTES

Christmas and New Year traffic arrangements comprised normal services (with an early finish on both Christmas and New Year's Eves) on all days over the holiday except Christmas Day, Boxing Day and New Year's Day (no services) and Friday 27th December (Saturday service).

On Friday 27/12, B6BLE 603 made a rare (?the first?) appearance of a vehicle other than a Dart on some Harrogate – Skipton X59s. It is not clear whether this was because of a defect on an MPD or because of good passenger loadings – it may well have been the latter since an MPD was taken into the garage early, but wasn't replaced with 705 which spent the whole day on local work.

A fatal accident on the Ripon side of Harrogate on Saturday evening 28/12 caused delays on the 36 route. A Knaresborough branded B10BLE (believed to be 306) worked Harrogate to Leeds and return.

The increased double decking of 770 was apparent on 29/12 when Olympians 394/5/7 and 913 were all noted; perhaps as a result of this increase, one of the vehicles on 56/57 on 27/12 was Volvo B6 654 rather than an Olympian.

KEIGHLEY & DISTRICT

FLEET CHANGES

Sales & Disposals

Further to last month, the report of the scrapping of Olympian 924 at TransBus was premature; it has now reappeared in the yard of Ripley, dealer, Carlton (by 12/02) and will no doubt be broken up there.

Rebuilt Vehicle

The conversion at Keighley of former Burnley & Pendle Dennis Javelin 965 (L105 SDY) to a 60-seat school bus for Sovereign was completed by the end of 2002. In early January it remained stored at Keighley, still in Stagecoach livery, awaiting initial certification as a 60 seater with seat belts at Chadderton VI Testing Station. It is then due to be demonstrated at Harrogate to North Yorkshire County Council, following which it will go to Sovereign.

VEHICLE NOTES

Repaints

December 2002:- Olympian 372
January 2003:- Volvo B6 224

Livery Changes

With the painting of 372 into yellow livery ex "red stripe" fleet livery (after the false alarm of earlier in the year), the painting programme reaches something of a milestone. The yellow fleet, at 22 vehicles, is at what may prove to be its largest ever, including as it does two vehicles (937/40) that remain in service despite 372 and 976 having been painted yellow to replace them. The ECW and Roe bodied Olympians in fleet livery are now down to penny numbers – the only two in new livery are 389 and 975, appropriately one low and one full height example. Also in a fairly current livery is 381, in the slightly earlier "Coastliner" style layout. Finally there is 939, now the only example of the "red stripe" version and earmarked for early withdrawal. Double deck repaints for the foreseeable future will probably be confined to the painting into current fleet livery of any vehicles transferred into the fleet from elsewhere in the Group.

As expected, 224 is the first B6/Alexander Dash to gain the new standard "upswept" livery. The previous standard livery for these vehicles at Keighley included a large red "K" on the side panels just forward of the rear wheels – a feature shared with the larger B10s. This is eliminated in the new livery, which in layout (but not colours) is very similar to that currently being applied to Harrogate's B6BLE/Alexanders. The K&D version has a black skirt, then a blue band approx 400mm broad, broken by a narrow (50mm) yellow cheat line, which sweep up in a curve towards the rear. Above that is white. On the side panels, below the windows rather than above as previously, is a large "KEIGHLEY & DISTRICT" in red but this is now shaded in yellow, another departure. Across the front is another "KEIGHLEY & DISTRICT", again red shaded in yellow, whilst at the rear the engine cover carries the only large "K" on the bus, in red shaded in yellow, and above that but below the rear window is a large white "KEIGHLEY & DISTRICT" as used on the previous livery. The rear on this occasion is not all blue, this ending approximately halfway up the rear roof dome and above which is white, but future examples receiving this livery may well be given an all-blue rear. Those who were at the Harrogate meeting may recall Mr Fearnley telling us that this repaint was in the nature of an experiment; since the outcome is very satisfactory there seems every likelihood that it will now be adopted and applied to any future B6/Dash repaints.

Advertisement News

In accordance with policy, recent yellow repaints Olympians 372 and 976 have both lost their full rear adverts – for Jazz and David Brunskill respectively. As the contract with Brunskill is still current – and indeed may have recently been renewed – this advert has now been applied in overall vinyl form to 381 (formerly Bizzie Lizzie full rear), which remains the only Olympian in fleet livery to carry any advertising. The list of double deckers with full rear adverts is therefore 349 (Brunskill); 371 (Whitakers); 381 (Brunskill); 384 (Yorkshire Sofa) and 385 (T.F.Smith). All are in yellow except 381, which is in fleet livery.

SERVICE CHANGES

Notices & Proceedings 1877 13/12/02

Variation

PB 0001748/58 78A KEIGHLEY (Bus Station) – SKIPTON (Rail Station)
Timetable amended 6/1/03

Notices & Proceedings 1878 27/12/02

Applications To Vary Existing Services Granted Under Short Notice

PB 0001748/71 499 ILKLEY (Leeds Road) – ILKLEY (Sacred Heart)
To amend Route, Stopping Places and Timetable. From 18/11/02

OPERATING NOTES

The oldest vehicle in fleet livery, Olympian/Roe 939, has been noted in use on normal services several times recently. On Monday 9/12 it worked at least the 1235 Bracken Bank Circular (719), thus continuing a practice of many years standing where the oldest double deckers in the fleet could traditionally be found working out their last days on this service. On Saturday 21/12 and again on Thursday 9/1 it was on Braithwaite Circular (702) and it also saw use on works services during the Christmas school holidays..

Ex London Olympian 943 was an unusual choice for the 0935 Keighley-Leeds (760) on Thursday 12/12. These two vehicles (943/7) do take their turn on normal services but often on a Saturday as they are normally engaged on school specials on Mondays to Fridays. Equally unusual on this route, however, was 336 on the 1035 ex Keighley on Monday 6/1.

Mercedes midi 125 worked at least the 1120 Riddlesden (708) on 16/12 but may have stayed on the same duty and therefore been on the route all day. It appeared again on the same route on Christmas Eve.

Christmas traffic arrangements at Keighley varied from those at Harrogate (q.v.). At Keighley, a Saturday service was operated on Christmas Eve, with an early finish, then no services on Christmas Day or Boxing Day; Saturday service on Friday 27th December; normal services on Saturday and Sunday 28/29th December then Saturday services on both Monday and Tuesday 30/31st December (early finish on New Year's Eve); no service on New Year's Day then normal services from 2nd January.

FLEET CHANGES

Fleet Renumbering

In late December, details were released of the fleet renumbering of the former Yorkshire Rider group companies to bring it into the national numbering scheme being introduced piecemeal by First. No date is yet known for the new numbers to come into effect, and no York vehicles have yet been noted with them, but they can be expected to appear on vehicles from now onwards. Details are given below, and the annual Fleet List enclosed with this issue gives us a good opportunity to show both old and new numbers together. It will be noted that as a result of the recent almost complete fleet replacement the new numbers are at least consecutive, unlike the chaotic situation elsewhere in the Rider Group and other First companies:

Volvo B7L saloons 1701-53 become 60876-928

Optare Solos 2329/30 become 50297/8

Volvo B6BLE 3019-48 become 40570-99

Olympians 5194-7 become 30679-82

Olympian 5521 becomes 30777

Volvo B7TL double deckers 5809-20 become 30954-65

Additional Information

Details are now to hand of the specifications for the new fleet of Volvos. The B6BLEs are 10.5 metres long and have Volvo D6A180 180 bhp six-litre engines driving through a ZF 4HP500 four-speed automatic gearbox with built-in retarders. The B7L double deckers have Alexander ALX400 bodywork and Volvo D7C 215 bhp engines plus ZF 5HP500 five-speed automatic transmission. The B7L single deckers have Volvo D7C 250 bhp engines with ZF 5HP500 automatic gearboxes.

We have not previously recorded in these pages that the First York fleet is now part of Volvo's contract maintenance programme that was pioneered by First Bradford. As at Bradford, the vehicles at York are looked after by Yorkshire distributor, Crossroads Truck & Bus.

VEHICLE NOTES

Advertisement News

B7 saloon 1726 has been fitted with a full rear advert (including over the windows) for NHS Careers. This vehicle is an odd choice as it carried rear route branding for service 10, and there are plenty of vehicles which have no branding that could have been used.

SERVICE CHANGES

Notices & Proceedings 1877 13/12/02
Nil

Notices & Proceedings 1878 27/12/02

Applications To Vary Existing Services Granted Under Short Notice

PB 0001747/18 7/7A YORK (Railway Station) – McARTHUR GLEN SHOPPING OUTLET
To amend Timetable. From 29/11/02.

OPERATING NOTES

On 7/12 a few unusual workings noted in York, partly due to pre-Christmas shopping pressures, saw Volvo B7L saloons 1701/11/29/31/2/6 and Olympian 5195 all on service 1; Volvo B7TL double deckers 5817-20 all on Park & Ride service 3; Olympian 5197 on service 4; Volvo B7TL double decker 5813 on service 5 and B7L saloon 1728 on service 12. The previous day, B7TL double decker 5811 had been on Park & Ride service 3 (Askham Bar).

A P&R B7 saloon was noted in Station Rise showing 'Driver Training' on the indicator on Wed 8/1, whilst earlier in the week, a WNW registered Atlantean was in York on driver training duties.

Yorkshire Coastliner

FLEET CHANGES

Additional Information

Volvo B7TL double decker 440 finally returned to Malton on Friday 13/12, though it did not enter service for some time after that and still lacks a red band and fleetname at the front. Proof if proof was needed that claiming the "first" or "last" of anything is a risky business – following the qualification in the last issue of the status of the "last B10BLE", we now have to amplify the claim that B7TL double decker 440 is the first vehicle in the fleet to have an electronic indicator. It has been pointed out that the first two Olympians, 408/9, had dot matrix indicators from new until the latter half of 1996 when they received conventional blind equipment. However, we stand by the claim that 440 is the first with electronic display, as already seen in some Harrogate & District vehicles which have the McKenna/Mobitec type and which is much more readable than the earlier "dot matrix" type. That on 440 appears to be similar to those at Harrogate.

VEHICLE NOTES

General News

The four oldest vehicles in the fleet, Olympians 426-9, are expected to be internally refurbished shortly, the work to include reupholstering and the fitting of soft trim as already carried on the newer vehicles.

SERVICE CHANGES

Notices & Proceedings 1877 13/12/02
Notices & Proceedings 1878 27/12/02
Nil

General

The winter timetable leaflet indicates that it runs until Saturday 26th April 2003. However a decision has since been made to introduce the Summer 2003 timetable one week earlier on Sunday 20th April 2003. Consequently the last day of winter operation will now be Saturday 19th April 2003.

OPERATING NOTES

440 returned to service on 27/12, when it was on Leeds – Thornton Dale (842). B7s are now often seen on 0615 Malton-Scarborough (843); 0705 Scarborough-Leeds (843); 1020 Leeds-Thornton Dale (842); 1237 Thornton Dale-Malton (842); 1630 Malton-Leeds (843); 1850 Leeds-Scarborough (843) and 2150 Scarborough-Tadcaster (843).

SOLD STOCK NEWS

D521 HNW (Ex 103/YC&D 121, Ford Transit sold Yorkshire Rider, 11/90)
The history of this vehicle after leaving Stephenson's, Uttoxeter, is as follows: Godson, Leeds (date unknown); Nicholls, Carlton, W.Yorks, 10/94; McCoun, Rathcoole, Eire, by 3/95 (re-registered 86-D-6046); scrapped 6/97.

C100 AUB (Ex 122/YC&D 200, Ford Transit sold Yorkshire Rider, 11/90)

To Eastwood, St.Ives, Cornwall, 6/00, ex Folland, Paignton.

PWY 584W (Ex 1017/K&D 272, Leyland National 2 sold Yorkshire Traction Group, 2/97)

Latterly with Barnsley & District, no. 204 and still running 10/02; withdrawn 12/02 and stored with others in the B&D yard in 1/03.

GUG 122N (Ex 1443, Leyland National sold Martin, Weaverham, 10/87)

As reported in the April and May 2002 issues, this is with the Chilterns Gliding Club and based at RAF Halton. It is still (12/02) being advertised on the internet for spares or restoration, but as "available now" (previously "available soon". Said to run weekly, but not on road, and to be "mostly complete". Also seat frames available. Contact gordon@gwinch.fsnet.co.uk for information/details/picture.

SWX 534W (Ex 1515/H&D 334, Leyland National 2 sold Kelvin Central, 8/94)

Further to the note in issue 620, this passed to Truck Bizz, Morsted in 6/02.

MWR 618 (Ex DX 2/1618, Bristol LD6B sold Norths, Sherburn, 11/71)

Readers may recall that this interesting vehicle was last reported with Peter van de Merwe, who lives in Holland. We gave Peter's story in issue 544 (July 1996) and then, in issue 601 (April 2001) reported that it was for sale for Fl.95,000 which equated to around £27,000. Perhaps not surprisingly it did not sell and there have been several photographs in recent bus magazines (including both Buses and Bus & Coach Preservation for January 2003), together with a classified advertisement in several issues of Bus & Coach Preservation to the effect that Mr van de Merwe is still trying to sell it. No price is now being quoted but anyone interested in repatriating this piece of West Yorkshire history can contact Mr van de Merwe on 0031.78.6212470 or email at Post@vdMerwetrouwvervoer.nl

DWW 927Y (Ex 1802/K&D 352, Bristol Olympian transferred to Huntingdon & District, 5/98)
 Last reported in issue 620 still with G&D Coaches, Horsforth, 10/02, but G&D Coaches went into receivership and this vehicle has now appeared with Just Travel of York. It is painted white (as it was with Huntingdon and G&D) but now has some maroon. It has been noted in Bishopthorpe on a Tadcaster Grammar School working.

FUM 489Y, B518-20 UWW, C483/5 YWY (Ex 1814/50-2/61/3, Olympians sold Yorkshire Rider, 4/90)
 Now First Calderline 5517-20, 5198/9, these have now been allocated fleetnumbers 30773-6, 30683/4, in the First Group national renumbering scheme.

OWR 552M (Ex 1964, Bristol VRTSL6G sold J.Sykes, Bamsley, 7/89)
 Last reported to Johnson, Hodthorpe, 3/02 for spares ex Spa (McArthur), Strathpeffer. Now reported as returned to McArthur, Strathpeffer, by 6/02!!

RWT 544R (Ex 1969, Bristol VRTSL6G sold Moffat & Williamson, Galdry, 10/89)
 Latterly with Johnson, Hodthorpe; delicensed by 11/02.

BPF 134Y (Ex K&D 973, Bristol Olympian transferred to Sovereign Bus & Coach, 9/95)
 Withdrawn by Sovereign (no.34) c6/02; to Stuart, Carlisle, Scotland, 8/02.

B266 LPH (Ex K&D 977, Leyland Olympian transferred to Sovereign Bus & Coach, 4/97)
 To Travelspeed, t/a Northern Blue, Burnley, 8/02.

G275 MWU (Ex K&D 197, Iveco sold Ripley, dealer, Carlton, 7/95)
 Last reported with Lawns, Stamford Bridge. According to staff at Lawns the vehicle is in long term store requiring bodywork attention before entering service. It remains at present in rubbed down white livery in the withdrawn vehicle area of their yard.

G276 MWU (Ex K&D 198, Iveco sold Ripley, dealer, Carlton, 7/95)
 Last reported as a stripped shell with Bluebird (BuVal), Smithy Bridge, Greater Manchester, 3/02. Cutting up commenced just before 12/02 after spares use for a long period here. By late 12/02 the body had been cut from the lower frame and turned on its side but the "two bits" remained intact for the time being!

G912 UPP (Ex H&D 220, Mercedes 709D sold G.Ripley, dealer, Carlton, 7/00)
 Last reported as still in Ripley's hire fleet, 4/02. Noted on 6/1/03 at Stotts Coaches, Milnsbridge, Huddersfield, West Yorkshire. Still in full H&D livery complete with rear advert, it appeared to be stored awaiting attention.

L658 MYG (Ex K&D 107, Mercedes 711D sold Ripley, dealer, Carlton, 8/00)
 Now with Glennifer, Paisley, as previously reported, ex Gibson, Renfrew. All of the L653-8 MYG batch (ex K&D 102-7) were with Gibson, but have now been resold. It is now known that this particular vehicle was advertised by Gibson as having a manual gearbox. All the others were shown as automatic, as they were when with K&D, but it looks as though this particular example had received a different type of gearbox. All six were advertised at £13,500 each.

L659 MYG (Ex H&D 108, Mercedes 711D transferred to Burnley & Pendle, 1/02)
 Withdrawn by B&P and to Stafford Bus Centre, dealer, Cotes Heath, by 12/02.

H418 FGS (Ex H&D 418, Mercedes 811D transferred to Burnley & Pendle, 1/02)
 Withdrawn by B&P and to Stafford Bus Centre, dealer, Cotes Heath, by 12/02.

PROPERTY

HARROGATE

With the Bus Station almost completed, screening work adjacent to Station Parade was due to start before Christmas. Minor adjustments have been made to stand allocations, with effect from Sunday 8th December. This is to allow buses from Knaresborough that currently drop off in Lower Station Parade to drop passengers off in the bus station. Route X59 (Skipton) now uses stand 2, as does route 29 (Blubberhouses). Routes 653/654/904 towards Otley now use stand 8 and the Supermarket services now leave from stand 3. By the end of 2003 a small Travel Centre and waiting area should have been provided at the lower end of the bus station, enabling the existing Travel Centre in Lower Station Parade to be vacated. The upper part of the bus station site, currently used as a car park, is likely to be sold by BlazeField in due course.

KNARESBOROUGH

Building work is well advanced on the shops and 15 homes on the back of the site. The new bus station, on the front of the site, should be in use by April 2003 and will have 3 stops with shelters. This part of the site will remain in BlazeField ownership.

RIPON

The bus station here is owned by Harrogate Council, but BlazeField has the management contract for it.

YORK

Further to last month, the washer at James Street has been intermittently used during the recent building works, but has required vehicles to be reversed in and driven out, reducing the number that can be done. Notices in some vehicles have apologised for the condition of vehicles and explained why this is. More recently the vehicles have been cleaner, suggesting that the wash may now be back in full use.

TML 12/01/03

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