

# WEST YORKSHIRE

## INFORMATION SERVICE

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### TWOPENNY SINGLE TO STARBECK

This month sees the publication of the long awaited WYIS book on the origins of the West Yorkshire Road Car Company. Behind this lie many years of research and writing, resulting in the definitive work covering the years leading up to the formation in late 1927 of the West Yorkshire Company that we all study. The enclosed leaflet gives more details, but in essence a comprehensive text is supplemented with equally comprehensive appendices, which give full details of the services, with timings and routes; similarly full descriptions of the vehicles; financial results; service revenue, vehicle mileage, etc. All known facts have been included and sources have included Council Minutes, Library records; newspapers; Licensing records, Company Ledgers and Minutes, etc. It will therefore be realised that the resulting history covers every angle of its subject.

Now that the book is available, in a quality production that will justify a permanent place on the bookshelf, we hope that all members will buy a copy – after all, it has been published by your Society and covers the history of the Company in which all our members are, by definition, interested. Please therefore complete and return the form with your remittance as soon as possible and help to make the book a success.

Copies will be available at the Harrogate meeting on 2<sup>nd</sup> December (see below).

### AUTUMN TOUR – Saturday 30<sup>th</sup> September

Friday 29<sup>th</sup> September saw the publication by Ian Allan of a Buses Focus magazine on the subject of the Olympian double deck chassis. Prominent on the cover and featured inside was the last Olympian to be built, Yorkshire Coastliner 437, and it was therefore extremely topical and appropriate that this should be our vehicle for the Autumn Tour.

First port of call was to North Birmingham Busways, where we were warmly welcomed and a variety of Atlanteans were moved for photography. The fleet was well looked after and obviously benefited from having a number of enthusiasts included in the management and staff. From there we went to Aston Manor Transport Museum, where the lunch break was also taken, before we fought our way through football traffic to the second operator of the day, Birmingham Coach Company. Here the emphasis was on Leyland Nationals and the Company had kindly arranged the three surviving ex West Yorkshire examples for photography. Much interest was also shown in the “graveyard” at the other end of the site.

Final visit was to the Black Country Museum at Dudley, where the remainder of the afternoon was spent. This was a particularly interesting, “living” museum along the lines of Beamish, and included the opportunity to be carried around the site on a former Derby Corporation Roe-bodied trolleybus.

Our thanks are due to those who took part and supported the efforts of the tours team; the tours team themselves, comprising [redacted]; the operators and museums that we visited; our driver [redacted] aided on the morning run from Malton to Bradford by [redacted] at Yorkshire Coastliner for his assistance with the arrangements and for making 437 available for our use.

### HARROGATE MEETING – Saturday 2<sup>nd</sup> December, 6.45pm.

A meeting has been arranged for the above date at the usual venue, Russell Sergeant House, East Parade, Harrogate. The subject for the evening will be “Sold Stock”, a slide show presented by [redacted]. Please make every effort to attend.

PRESS DAY for the November issue will be on Saturday 4<sup>th</sup> November and all items should be sent, to arrive on or before that date, to [redacted] (please note the change of e-mail address).

## HARROGATE & DISTRICT

### FLEET CHANGES

#### Loaned Vehicle

005 P532 FVU VW Caddy 9KTR524043 Van

#### Additional Information

The VW Caddy van shown above has been on loan from Keighley & District since early September. It is being used to effect crew changes at Wetherby on the Leeds-Wetherby (770) service, taken over from K&D on 4<sup>th</sup> September.

The Tiger acquired last month from Keighley & District, with whom it was numbered 250, has been numbered 235 at Harrogate and thus follows the existing H&D Tigers, 232-4.

The new Ford Transits are confirmed as being numbered 064/6. Whilst they are now in use they have not yet received H&D branding.



## Withdrawals

September 2000:- Transit 4079

## Sales & Disposals

September 2000:- 4079 to Sovereign Bus & Coach

## VEHICLE NOTES

### Repaints

July 2000:- Volvo B6s 652/781

### Livery Changes

The two B6s listed above were repainted in standard H&D livery (652 ex "black diamond" livery) and all B6/Alexanders have now been so treated. Striders 363/4/5 still retain "black diamond" livery at present.

Of the two Royales, 408 has gained route branding for service 36, with "Ripon • Harrogate • Harewood • Leeds" above the side windows; "Relax on Route 36", with the familiar 36 diamonds; "No Hassle, No Stress, No Parking" and even a sleeping bear (or dog?). It seems slightly curious that much of this vehicle's days are spent on route 770, Leeds – Wetherby, rather than route 36 on which it is only understood to be used at peak hours. The other Royale, 409, has not yet been similarly treated and only carries an H&D fleetname at the rear..

### General News

Volvo B6/Alexanders 651/2/4 were all reupholstered in late September/early October.

### Advertisement News

Mercedes 108 has gained a full rear advert for John Oldridge Windows, formerly on Mercedes 215.

## SERVICE CHANGES

Notices & Proceedings 1817	25/8/00
Notices & Proceedings 1818	8/9/00
Notices & Proceedings 1819	22/9/00
Nil	

Notices & Proceedings 1820	6/10/00
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### New Registration

PB 18627/1746	113 HARROGATE Bus Station – FAIRWAYS AVENUE
From 23 <sup>rd</sup> Oct 2000	

### Variations

PB 13838/1746	109 HARROGATE – CROSSWAYS
Timetable amended 23 <sup>rd</sup> Oct 2000	

PB 5213/1746	36 LEEDS – RIPON
Timetable amended 22 <sup>nd</sup> Oct 2000	

PB 5238/1746	101/2 HARROGATE Bus Station – KNARESBOROUGH Bus Station
Route & timetable amended 23 <sup>rd</sup> Oct 2000	

PB 18223/1746	206 HARROGATE Station Parade – HARROGATE Station Parade
Route & timetable amended 23 <sup>rd</sup> Oct 2000	

PB 13837/1746	104 HARROGATE – WEDDERBURN ROAD
Timetable amended 23 <sup>rd</sup> Oct 2000	

PB 11858/1746	770/1/2/3 LEEDS City Bus Station – WETHERBY Bus Station
Timetable amended 23 <sup>rd</sup> Oct 2000	



## General

The Fairways area of Starbeck will see the return of a daytime bus service to and from Harrogate Bus Station from 23 October as the result of a U-turn by North Yorkshire County Council (NYCC) in awarding a new contract to H&D. H&D had formerly operated buses between Harrogate and Fairways commercially, but with financial losses mounting daily on the service, it informed the County Council in January 2000 that it could not continue indefinitely to provide such a loss-making operation and that Fairways would lose its buses in June 2000. Following a complete lack of response from County Hall operation of the Fairways service ceased on 10<sup>th</sup> June. As a result, concerned Fairways residents mounted an intensive lobby of the County Council, which then placed a contract for the bus service out to tender. H&D bid for, and was awarded the contract, to run from 23<sup>rd</sup> October 2000 until 1<sup>st</sup> August 2001. Whilst H&D is pleased to be able to resume the Fairways service, now underpinned by the County Council, it is pointing out to residents that this is a case of 'Use it or lose it' as the NYCC funding lasts for only 10 months. In a Press Release the Company also comments that "County Council tax-payers may also find it hard to understand why NYCC has apparently been so reluctant to support financially a daytime service of obvious need when there appears to be no problem in funding late night services at 2.00 am to Boroughbridge!"

Other changes to come into effect from Sunday 22<sup>nd</sup> October include:-

- The number of early evening buses on service 36 have been increased between Harrogate and Leeds and an extra late bus will operate on Sundays at 2300 from Harrogate to Ripon, returning from Ripon at 2330. An extra late bus will operate on Mondays to Saturdays at 2320 from Harrogate to Pannal (Spacey Houses).
- New local service 113, financially supported by North Yorkshire County Council, will commence between Harrogate Bus Station, General Hospital, Kingsley Drive, Starbeck and Fairways operating on Mondays to Fridays only.
- On Knaresborough local services 102 and 202 operating to Eastfield, journeys which run via the Nidderdale Lodge Caravan Park will now also serve The Lido and St. James' Retail Park.
- Harrogate local service 206 to Bilton will no longer serve Dene Park but will be extended with additional journeys to operate via Woodfield Road, Sandhill Drive, Fountains Avenue, Poplar Grove and King Edwards Drive.
- On Harrogate local service 104 the 0805 from Wedderburn Drive is re-timed to depart 5 minutes earlier at 0800 and will operate to Harrogate Bus Station via Knaresborough Road. Some evening journeys on route 104 have been withdrawn due to insufficient usage.
- On Harrogate local service 109 from Crossways, buses have been re-timed during the morning peak to improve reliability and to provide a bus arriving dependably before 0900. The 0800 departure from Crossways will no longer divert via the Wedderburn Estate. Some evening journeys on route 109 have been withdrawn due to insufficient usage.

## OPERATING NOTES

For the Autumn Flower Show the Show Ground to Bus Station shuttle was being worked on 16/9 by Olympian 317 and B10BLE 302, though the latter was only noted once and was later parked up in the bus station. To allow for reconstruction of Leeds Station, Northern Spirit is running a rail replacement bus service calling at Harrogate, Pannal and Leeds only. Other stations are served by Harrogate to Horsforth trains and a bus link thence to Leeds. On 24/9, the Harrogate to Leeds link was being worked by Arriva Yorkshire, with DAF DB250 637 and Selby's Olympian 621 being noted.

As recorded last month, Harrogate & District reduced some services on Tuesday 12<sup>th</sup> and Wednesday 13<sup>th</sup> September to conserve fuel during the fuel crisis but resumed normal operation on Thursday 14<sup>th</sup>.

Unusual vehicles on service 78 during September have included Tiger 233 (1/9); Olympian 398 (12/9); Mercedes 415 (15/9); Tiger 234 (16/9 – all day); Strider 361 (2/10) and similar 362 (2/10).

The usual vehicles on Leeds-Wetherby (770) are B10 Striders 363/4/5 and Olympian/Royales 408/9. Exceptions have been B6 781 (8/9), Olympian 394 (14/9), B10BLE 302 (19/9) and Olympian 397 (27/9).

## KEIGHLEY & DISTRICT

### FLEET CHANGES

#### Additional Information

The new Transit pick-up is confirmed as being numbered 065, though the number is not carried. It has now entered service and carries red "K" transfers, outlined in yellow, on each door together with a white telephone number – both features that appear on the recently repainted Olympians 922-5. A further, smaller, "K" appears on the offside of the tailboard. Other work prior to entry into service includes the fitting of a new floor with laths and lashing rings, together with rear mudflaps.

As recorded under Harrogate & District, VW van 005 is currently on loan to that Company.



## Withdrawals

September 2000:-

Ford Transit 010. This was the last vehicle in the fleet to retain grey relief on its livery and has served Keighley well since it was new as West Yorkshire 4098 in December 1987.

## Sales & Disposals

September 2000:-

Transit 010 to private owner, Keighley.

## VEHICLE NOTES

### Repaints

October 2000:-

Olympians 349/85

### Livery Changes

Olympian 385 has been outshopped in a startling new livery of overall yellow, with just a black skirt and window surrounds as relief. On either side of the indicator are standard "school children" vinyls whilst between decks, towards the front, is "SCHOOL BUS" lettering. There is no Keighley & District identity externally apart from the legal ownership panel. At the rear it still carries a full rear advert for T F Smith, with a "school children" board in the rear window. The reasoning behind this change of livery is simply that the older Olympians are now seldom used on normal services, being almost exclusively used on school specials, to which the yellow examples will be confined. It is, in effect, a novel extension of the existing "route branding" exercise and a further 11 are to follow, one being 349 which has now joined 385 in traffic. Each Yellow School Bus will be rostered to a specific duty to the same school each day with the same senior driver so that driver and pupils can get to know each other. The Company is also examining the feasibility of introducing specific seating plans for individual pupils and to continue its work with local schools to ensure a high standard of responsible behaviour by pupils on the Yellow Buses.

## SERVICE CHANGES

Notices & Proceedings 1817      25/8/00

### Variations

PB 5177/1748      760 KEIGHLEY – LEEDS City Bus Station  
Timetable amended 9<sup>th</sup> Sept 2000

PB 10697/1748      78/79/80 KEIGHLEY Bus Station – SKIPTON  
Timetable amended 4<sup>th</sup> Sept 2000

PB 18431/1748      B91 MENSTON – ILKLEY  
Route and timetable amended 3<sup>rd</sup> Sept 2000

PB 5149/1748      704/705 KEIGHLEY – THWAITES BROW  
Timetable amended 3<sup>rd</sup> Sept 2000

PB 11229/1748      697 KEIGHLEY – BRADFORD  
Route amended 11<sup>th</sup> Aug 2000

PB 5150/1748      717 KEIGHLEY – OAKWORTH  
Timetable amended 3<sup>rd</sup> Sept 2000

Notices & Proceedings 1818      8/9/00

### New Registration

PB 18421/1748      920 CULLINGWORTH (War Memorial) – BINGLEY GRAMMAR SCHOOL  
From 3<sup>rd</sup> Sept 2000. School

Notices & Proceedings 1819      22/9/00

### Variation

PB 18424/1748      970 KEIGHLEY Bus Station – CULLINGWORTH War Memorial  
Route and timetable amended 5<sup>th</sup> Sept 2000.



## Variations

**PB 5150/1748** 717 KEIGHLEY Bus Station – OAKWORTH Low Bank  
Timetable amended 23<sup>rd</sup> Oct 2000

**PB 5153/1748** 706/7 KEIGHLEY Bus Station – KEIGHLEY Bus Station  
Timetable amended 25<sup>th</sup> Sept 2000

## General

Responding to criticism of one aspect of the recent changes to Keighley area services, a direct bus service between the Fell Lane area of Keighley and Health Centres at Oakworth Road and West Lane was re-established from Monday 25<sup>th</sup> September, with the reintroduction of Service 706, running between Fell Lane (Wheathead Crescent), Oakworth Road and Keighley Bus Station during Monday to Saturday daytime. Departures on service 706 from Fell Lane (Wheathead Crescent) are at 04 and 24 minutes past the hour during Monday to Saturday daytime with departures from Keighley Bus Station at 15 and 55 mins past the hour. Existing service 707 continues to run via Goulbourne Street throughout every day of the week, departing Fell Lane (Wheathead Crescent) at 44 minutes past the hour with departures from the Bus Station at 35 minutes past the hour. During Monday to Saturday evenings and throughout Sundays, only service 707 operates and always at 44 mins past the hour from Fell Lane and 35 mins past the hour from the Bus Station.

The Lord Mayor of Bradford, Councillor [REDACTED] accompanied by the Lady Mayoress [REDACTED] made a lengthy civic visit to Keighley Bus Station and Garage on Friday 6<sup>th</sup> October in order to meet and talk to the staff of Keighley & District Travel. Councillor King is a respected transport historian and author who is well known for his strong support of public transport and he abandoned his Civic Car during the recent Fuel Crisis in favour of bus travel. It was the first occasion in the history of Keighley & District Travel that a Lord Mayor of Bradford had visited the Company and Councillor [REDACTED] was first shown all aspects of operation at Keighley's 60-year-old Bus Station, including the Detailer's Office, the Staff Canteen and the Travel Centre by Operations Manager [REDACTED]. The Civic Party then moved across Lawkhholme Crescent to visit Cavendish House which will become K&D's new office and crew base from January 2001. One of K&D's newest *Airedale Shuttle* single deckers then conveyed the Civic Party to the depot where the Lord Mayor was shown buses under repair and being rebuilt by Engineering Director [REDACTED] and Garage Manager [REDACTED]. Councillor [REDACTED] took special interest in the Paint Shop from which Olympian 385 in a striking new "School Bus" livery had just emerged. A spokesman for K&D said; "*Cllr [REDACTED] is extremely well-versed on bus matters and wanted to see everything. He was able to talk knowledgeably with the staff and they really appreciated that. The Lady Mayoress was also kind enough to say that whilst she hadn't known what to expect she had found the visit fascinating.*"

## OPERATING NOTES

Keighley & District operated all timetabled services normally during the fuel crisis. Hindered only by queues of motorists outside petrol stations plus "rolling roadblocks".

Observations suggest that there may be an Olympian duty on Bradford – Keighley (662) each weekday evening, arriving in Keighley around 1725.

# FIRST YORK

## FLEET CHANGES

### Acquired Vehicles

5029	CUB 29Y	Bristol ONLXB/1R	ON408	Roe	GO8659	H47/29F	10000Kg
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### Additional Information

5029 is the fourth of the quartet of Olympians to arrive last month; it was painted into two tone green before entering service, which it has done before any of the other three – 5041/2/7. It was new in October 1982 and like the others came from First Bradford. 5042/7 have also now been painted, but have still to enter service, with 5041 still in blue – though with York legal lettering applied. It is not known to have been used at York.

Now the Easylink Darts have transferred to James Street, all 51 Dennis Darts operated by the Company are now together. The next most numerous vehicle type has been the Scania L113, but this will change with the arrival of many more Olympians. As could be expected in the York fleet, these 51 Darts are a mixed bunch:- 15 Plaxton Pointer SLF; 14 Alexander ALX200; 8 Alexander Dash; 8 Plaxton Pointer; 4 Plaxton Pointer 2; 2 Northern Counties Paladin. Thus 33 out of the 51 are low floor. The liveries are just as varied:- 18 in First Corporate livery; 9 in Huddersfield livery; 8 in two tone green livery; 7 in Easylink livery; 5 in allover green livery and 4 in McArthur Glen Designer Line livery. There are 5 full rear adverts on Darts – 3215/6 Jorvik Viking Centre; 3217 Zodiac Training; 3250 John Peters Furnishings; 3381 YSS Building Supplies. With the oldest Dart being new in 2/95 (3231) and the newest in 11/99 (3374) the Dart is set to remain a mainstay of York's bus operations for a long time to come. All the above details are correct as at 20/9/00.



## Unladen Weights

5041/2/7 – all 10000Kg

## Withdrawals

September 2000:- Atlantean 6324/5

## Stored Vehicles

Atlantean 6325 is stored at Ebor Trucks, Acaster Malbis, having donated its engine to another Atlantean. It will not re-enter service.

Stored at Elvington are a number of Atlanteans, comprising 6324 (the first all-green vehicle to be “parked up”); 6463, 9389 and First Leeds 6457 (UPK 146S). The last is in First Leeds livery and has been at Elvington for several months, but has not been used by First York.

## VEHICLE NOTES

### Repaints

September 2000:- Olympian 5029  
October 2000:- Olympians 5042/7

### Livery Changes

5029/42/7 have all gained two tone green livery prior to entering service at York.

### General News

During the summer, DAF 1204 has received a grille-less engine panel, making it the same as 1206/8. There are currently three variants of the company title appearing on legal lettering, all with the James Street address:- a) RIDER (YORK) LIMITED; b) FIRST YORK LTD and c) RIDER YORK LTD T/A FIRST YORK LTD.

### Advertisement News

DAF 1254 has now lost its full rear advert for Leeds Bradford Airport.

## SERVICE CHANGES

Notices & Proceedings 1817 25/8/00

### Cancellation

PB 13468/1748 W20 SKELTON – ST WILFRIDS SCHOOL 6<sup>th</sup> Sept 2000

Notices & Proceedings 1818 8/9/00

### Variations

PB 18160/1747 17 YORK – YORK  
Route amended 23<sup>rd</sup> Sept 2000

PB 6380/1747 Y35 YORK (Rail Station) – SELBY (Bus Station)  
Timetable amended 4<sup>th</sup> Sept 2000

PB 16860/1747 99 McARTHUR GLEN – McARTHUR GLEN  
Route amended 4<sup>th</sup> Sept 2000.

PB 14022/1747 Y25/Y26 COPMANTHORPE (Manor Heath) – CLIFTON MOOR (Tesco)  
Route and timetable amended 4<sup>th</sup> Sept 2000

PB 18165/1747 Y10 NETHER POPPLETON – YORK (Piccadilly)  
Timetable amended 4<sup>th</sup> Sept 2000



Notices & Proceedings 1819 22/9/00  
Notices & Proceedings 1820 6/10/00  
Nil

### Other Operators

[REDACTED] t/a Bus Force, has registered two new services:-  
PB 18367/3840 69 YORK Piccadilly – CLIFTON MOOR Tesco  
From 29<sup>th</sup> Aug 2000. Mon-Sat hourly  
PB 18372/2840 63B YORK Stonebow – STRENSALL  
From 4<sup>th</sup> Sept 2000. School.

[REDACTED] t/a Coach Travel Services (CTS) has registered  
PB 18452/4038 W20 SKELTON – YORK (Monkgate)  
From 21<sup>st</sup> Sept 2000. School.

Not yet registered, but newly started are two services numbered Y28/Y29. These are operated by Top Line Travel, using two short Darts (X184/5 BNH) in a white livery with an upswept blue skirt. The services are branded "Circle Line" and are run in conjunction with and supported by the University on a flexible route dependent on the requirements of students and lecturers.

### OPERATING NOTES

Ermine liveried Atlantean 6460 was noted in Tang Hall Lane at 1615 on 18/9, working on H2 from Huntington School, whilst sister 6462, still in First Leeds livery, was working on service 19 on Monday 11/9 due to a vehicle shortage.

During the fuel shortage it is believed that First York operated a normal service, though the open top tour on at least one day was operated by just one vehicle on a 45 minute headway. Bus Force ([REDACTED]) had to cease operation as he could not obtain fuel supplies.

Proposals for York's fourth park and ride site, at the Naburn Designer Outlet, have been approved by York City Council. Assuming the scheme is not "called in" by the Environment Secretary, part of the outlet's car park at the south-west corner will be used for park and ride, which it is estimated could lead to a 10 per cent decrease in peak traffic flows into York on the A19.

## YORKSHIRE COASTLINER

### FLEET CHANGES

#### New Vehicles

A single Volvo B10BLE with Wright Renown body is expected; it will be used to evaluate the suitability of low floor vehicles for Coastliner operations. It seems likely that this has been allocated from a batch of 15 vehicles for Keighley, which will now only receive 14.

#### Withdrawals

September 2000:- Mercedes 404

#### Sales & Disposals

September 2000:- 404 believed to G.Ripley, dealer, Carlton, but confirmation would be welcome.

### VEHICLE NOTES

#### General News

The B10Bs, along with most vehicles in the Harrogate and Keighley fleets, have received circular rear posters on the offside rear corner advising motorists to "KEEP WELL BACK – If you cannot see my mirrors I cannot see you."

### SERVICE CHANGES

Notices & Proceedings 1817 25/8/00  
Notices & Proceedings 1818 8/9/00  
Nil



Notices & Proceedings 1819 22/9/00

#### Variations

PB 6522/1873 843 MALTON – SCARBOROUGH  
Timetable amended 15<sup>th</sup> Oct 2000

PB 8038/1873 840/842 MALTON – WHITBY  
Timetable amended 15<sup>th</sup> Oct 2000

PB 17418/1873 845 MALTON – BRIDLINGTON  
Timetable amended 15<sup>th</sup> Oct 2000

PB 6521/1873 840/2/3/5 MALTON – YORK  
Timetable amended 15<sup>th</sup> Oct 2000

PB 6520/1873 840/2/3/5 LEEDS – YORK  
Timetable amended 15<sup>th</sup> Oct 2000

#### Cancellation

PB 7738/1873 93 PEASEY HILLS – FIELD VIEW LAYBY 15<sup>th</sup> Oct 2000

Following repeated rises in the cost of diesel fuel, the Company has decided that it can no longer afford to operate Malton Townlink service 93 on a commercial basis, against a background of rising fuel prices (the cost of diesel having risen over 25% during the last 9 months) which has resulted in the fares revenue generated no longer covering the operational cost. The service has now been put out to tender by North Yorkshire County Council and we understand has been won by another local operator. This was foretold in a YCL Press Release, in which [REDACTED] said that YCL "...will certainly look carefully at the tender documents and will quote a fair price to operate our customary level of quality service. However in similar circumstances right across North Yorkshire, the County Council has displayed a most unfortunate tendency of invariably taking up the cheapest option, regardless of the quality of service provided. As a result I fear that although Malton will still have a town bus service, the level of service offered will be considerably lower than people have come to expect. The County Council must accept that a quality service of reliable buses does not come cheaply."

Notices & Proceedings 1820 6/10/00  
Nil

#### Timetable

A new timetable booklet has been issued by North Yorkshire County Council, dated 24<sup>th</sup> September and covering the Scarborough, Whitby and Filey areas. It includes the new winter timetables for the Coastliner Leeds-Scarborough/Bridlington/Whitby services, from 16<sup>th</sup> October, with a note that prior to that date travellers should refer to the Council's Ryedale and North York Moors booklet dated 28<sup>th</sup> May 2000.

#### OPERATING NOTES

Yorkshire Coastliner operated all timetabled services normally during the fuel crisis.

On 19/9, Olympian 437 worked 0717 Thornton Dale – Leeds, returning on the 1010 Leeds – Thornton Dale via Castle Howard.

## SOLD STOCK NEWS

D536 HNW (Ex 129/YC&D 136, Ford Transit sold Yorkshire Rider, 9/90)

Last reported with Blythswood, dealer, Glasgow, 5/93. This has now been found by one of our intrepid members dumped on a moor near Griminish (also spelt Griminis) on the island of South Uist, Western Isles, Outer Hebrides. Bought by a local family (the McDonalds) for its engine, which is now in their Transit van, it was then dumped. Sometimes used as a greenhouse in the short summer months, it has no seats and is rotting and rusting extremely badly. It was acquired from a small operator called J. MacQuarrie, based at Collas, North Uist, and carries their livery of pale orange and white. Our correspondent says it will never move again and that the family McDonald has no connection with the owners of former 2577 (see below).

MNW 133V (Ex 1504, Leyland National 2 sold Yorkshire Rider, 4/90)

Further to the August issue, this suffered fire damage in the engine area whilst with North Surrey Buses, Brooklands. It was to have been repaired, but its appearance with Wigley, dealer, Carlton in 7/00 may not auger well....

AYG 849S (Ex 1706, Bristol VRTSL6G sold Wigley, Carlton, by 11/89)

To Jones, Express Motors, Bontnewydd, 9/90. Noted parked in a layby on the A487 near Bangor, 14/9/00, with other double deckers between school duties. Painted turquoise and probably still with Express.

AYG 851S (Ex 1708, Bristol VRTSL6G sold Ensign, Purfleet, 11/89)

Currently with MASS, North Anston, no. 3051, this is apparently destined for sale to Peru!



**JWT 761V** (Ex 1728, Bristol VRTSL6G sold PVS Ltd, Barnsley, 1/89)

This went to Danesbury Freight, Congleton, 9/95 from PMT, then to Danesbury Pullman, Congleton, 4/97 before moving to London Bus Export as previously reported.

**950 BWR** (Ex 1736, Bristol FS6B sold United A.S., 5/76)

Having been recorded with an owner based in Cologne, West Germany (Bibi-Werbung), but seen in London, 9/83, this has now been sighted at Nuemburg, Germany, in November 1999. It was sheeted over and no details are known of current ownership.

**LWU 466V** (Ex 1738, Bristol VRTSL6G sold Viscount Bus & Coach, 4/90)

Now operating for Gemini Travel, Swansea; painted in their livery of two tone blue and white, named "LADY CHRISTINE" and operates on school contract 414 in Swansea.

**283 BWU** (Ex 1759, Bristol FS6B sold Hartwood Exports, Barnsley, 9/77)

Last reported in use as a booking office for Gray Line Sightseeing, Vancouver, this has been recently found in Vancouver parked beside and carrying adverts for the "Lost in the 50's Drive-In." It was painted in a bilious green and was in rather poor condition both inside and out. Incidentally, two Toronto-area British bus fans have a web site, mailing list and data base dedicated to cataloguing every British-built bus in Canada and the USA. These are "British Buses Abroad in North America" at: <http://www.inforamp.net/~hardyrog/bbana.html>, and the mailing list is at: <http://www.egroups.com/group/British-Buses-Abroad-in-North-America>.

**PWY 48W** (Ex 1762/K&D 318, Bristol VRTSL6G sold Viscount Bus & Coach, 7/90)

Last reported with Napierpoint (Castle Coaches), Speke, 4/99. Noted on 15/5/00 in the Edge Hill area of Liverpool on a private hire duty. Painted all grey and with "NAPIER POINT CASTLE" lettering.

**PWY 49/50W** (Ex 1763/4, K&D 319/20, Bristol VRTSL6G sold Viscount Bus & Coach, 7/90)

With Rapson, Inverness, 2/00. Note that Rapson, Brora is a different Company (ref April 2000 issue, page 9). These were acquired by the Rapson Group, Inverness, which owns several Companies including Highland Country (formerly SBG's Highland Scottish). They were put into long term store at Highland Country's Inverness depot in full Stagecoach livery with three other VRs from the same source and remained there in late September. It is thought that due to a heavy workload of vehicle repaints, etc (Rapson's have taken over many smaller Companies of late) that the Bristol VRs will enter the Highland Country fleet as time allows.

**SUB 790W** (Ex 1766/K&D 321, Bristol VRTSL6G sold Viscount Bus & Coach, 7/90)

Also now operating for Gemini Travel, Swansea; painted in their livery; named "LADY SARAH" and operates on contract 515 in Swansea. Both these vehicles, plus Leopard UWY 85X (see below) are regularly parked up together in Gemini's large yard near Swansea railway station. It is interesting that the three ex WYRCC vehicles, assembled from three different operators (Eagre Coaches, Gainsborough; Stagecoach Viscount, Peterborough and Stagecoach Red & White, Brynmawr depot) have been reunited in the ownership of one Company in South Wales.

**SUB 792W** (Ex 1768, Bristol VRTSL6G sold Viscount Bus & Coach, 4/90)

Now with A.C.Towler, t/a Towler's Coaches, Emneth, Wisbech, Norfolk. Members who were on the Spring Tour will recall this vehicle was still in Stagecoach livery. It was fully repainted into Fowler's livery by 9/00 and looking very smart, though still used on school contracts.

**SUB 793W** (Ex 1769, Bristol VRTSL6G sold Viscount Bus & Coach, 4/90)

Now operating for D.R. & A.C.Grey, t/a Grey's Coaches of Ely. Painted white except the rear engine cowl which is green. Used on local school contracts with two other VRs. Considered to be the "spare" bus, it is sometimes hired out to other local operators in the Ely area. For example, during September it was being used by Bells Coaches, Little Downham, Ely, though ownership remains with Grey. It usually parks in a large yard in the village of Witchford where most of Grey's vehicles are stabled. There had been some slight confusion that this vehicle had passed to Rapson, Inverness, but it has never been with that operator.

**FUM 494Y** (Ex 1819, Bristol ONLXB/1R sold Yorkshire Rider, 4/90)

Now First Eastern Counties 88, this was still allocated to Bury St. Edmunds on 23/9/00. It suffered extensive upper saloon damage some time ago, but has evidently been rebuilt and was operating on service 200 from Newmarket to Thetford. Along with sister vehicles from Bury St. Edmunds, this is often outstationed at Thetford in a small yard.

**FUM 497Y** (Ex 1822/K&D 363, Bristol ONLXB/1R sold Fleetmaster Bus & Coach, Horsham, 5/99)

After only a year with Thamesway, no. 4029, this has been withdrawn and is at Hadleigh for cannibalisation (rear axle to 4003, engine to 4004) after which it will go to the Clacton "graveyard" for disposal.

**SWW 307R** (Ex 1982, Bristol VRTSL6G sold PVS, Barnsley, 1/89)

Our Canadian correspondent, who reported the sighting of Lodekka 1759 above, also advises that ex 1982 is reported in a scrapyard in New York City, after being in sightseeing service with Gray Line Tours. Last reported as exported to Murphy, Denver, USA, by 4/94.

**WWY 125S** (Ex 1995, Bristol VRTSL6G sold Rev. Father Green, Weymouth, 5/90)

Further to last month's query, in late August this was still at Doncaster Bus Breakers, Dunscroft, near Doncaster. Most windows, seats, etc had been removed and it was awaiting final scrapping. The suggested disposal to North East Bus Sales can be disregarded.

**WWY 127S** (Ex 1997/RV 994, Bristol VRTSL6G sold 8/98)

Further to last month, this was in London General livery, not London United livery.

**MWW 562P** (Ex 2546, Leyland Leopard sold Norths, Sherburn, 2/88)

Last with G.T.Caterers, but not seen for some time and not owned by 9/00. Presumably sold for scrap previously.



**KUB 543V** (Ex 2569, Leyland Leopard sold Johnson, Harthill, 10/88)  
Now re-registered CHT 718V and last reported with G.T. Caterers, Morley, Leeds. Still running 4/00 but withdrawn by 9/00 and sold to unknown private owner in Barnsley. Used for spares and then passed to T.Wigley, breaker, Carlton for scrap. G.T.Caterers stopped using former PSVs during 2000, according to staff.

**KUB 551V** (Ex 2577, Leyland Leopard sold London Country North East, 1/89)  
With D & A MacDonald, t/a Hebridean Coaches, Howmore, Lochboisdale, Western Isles, Outer Hebrides, 3/96. Still operating with Hebridean Coaches and painted into their livery. Regarded as "spare bus" it operates schools and local bus services as required and replaced an Alexander Y type-bodied Ford when acquired from K-Line Group, Honley, Huddersfield via Auction in 1996. Due to receive a tidy up and repaint into the latest livery shortly ready for the winter. It is a strange coincidence for two ex WY vehicles to end up on a small island in a remote part of the U.K.

**AEG 984A** (Ex 2588, Leyland Leopard sold Hunter Coaches, Leeds)  
Now reported to Patrick (Wally's), Felixstowe, 5/00 ex Beeston, Hadleigh. Previously reported operating for Constable, Long Melford, by 7/98, but nice to see "the Leopard that changed it's spots" continuing to have a charmed life.

**GWX 991T** (Ex 2592, Leyland Leopard sold Express Coach Repairs, Pickering, 5/90)  
Further to last month's note, the last owner was B.H.Meek, t/a Three Ways Travel, Chasetown, Staffs, who used this vehicle for spares for some time after withdrawal until the remains passed to Wacton, dealer, Bromyard by 12/99.

**JUB 641V** (Ex 2593, Leyland Leopard sold Express Coach Repairs, Pickering, 5/90)  
Further to last month, the operator was Hanley (not Harley) and is the same as Trent Valley Coaches, Rugeley, Staffs.

**UWY 85X** (Ex 2607, Leyland Leopard sold Yorkshire Rider, 4/90)  
Now operating for Gemini Travel, Swansea. This operator has now moved into central Swansea from the former base at Birchgrove. The vehicle has been painted into Gemini Travel two tone blue and white with "GEMINI TRAVEL" fleetnames. Named "LADY ROSE" complete with silver wheels it looks extremely smart. The roof remains unpainted in former owner Eagre Coaches red. The vehicle is used on a regular contract to the north east of Swansea.

**UWY 87X** (Ex 2612, Leyland Leopard sold Johnson, Harthill, 10/88)  
Now reported as "gone by 4/00" from Franks, Haswell Plough, Durham (last reported to Motor Auction, Washington, ex Balfour Beatty, by 1/98).

**EPD 542V** (Ex K&D 263, Leyland National sold "Passoon", 6/98)  
Currently still owned by Mike Nash, dealer, Weybridge, this with others has now been advertised for sale for preservation in the British Bus Preservation Group newsletter.

**N408 ENW** (Ex RY 8408, Scania)  
It can now be confirmed that the vehicle has been re-seated to FirstGroup standard and as reported it now carries "willowleaf" livery. The "Fife First" services for which these Scania's were transferred and painted red have now ceased following a "truce" with Stagecoach.

**Corrections.** In Issue 590 (May 2000), LUA 714V on page 7 (Ex 1733/RY 733) should read LUA 716V and LWU 469V on page 8 was formerly 1741, not 1740.

## OTHER INFORMATION

### SOVEREIGN BUS & COACH

Members may be interested to know that the Company now has a website, [www.sovereignbus.co.uk](http://www.sovereignbus.co.uk) which gives route, fare and fleet details (including allocations). If it is kept up to date it should make preparation of our annual fleet list easier!

### WEST YORKSHIRE HISTORY



Seen at Haworth Station, this Bedford of Bronte Bus Company (J. B. Snaith) was on the Oxenhope service. The operator has now withdrawn from business and emergency services are provided by Keighley—West Yorkshire Services, whose Bristol 39-seater is, right, ascending the steep and picturesque Main Street in Haworth on the Stanbury route