

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 631

OCTOBER 2003

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Hon. Secretary
Hon. Publications Officer
Hon. Photographic Officer
Hon. Tours Secretary
Tours Planning Team
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HARROGATE MEETING – Saturday 29th November, 6.45pm

A meeting has been arranged for the above date, to be held at the usual venue, Harrogate & District Society for the Blind, Russell Sergeant House, East Parade, Harrogate. Our speaker on this occasion will be [REDACTED] Managing Director of First York.

AUTUMN TOUR – Saturday 20th September

In the course of running a tours programme over more than fifty years, it is inevitable that just occasionally a tour does not run as smoothly as it should, and this was just one of those occasions. It all started well enough, with good time being made to the last pick up point for our 36 passengers, at Birch Services on the M62. After a 15 minute break we continued to Rhyl for our first visit where our arrival was only slightly later than scheduled. Here, however, events started to take a turn for the worse as the premises we were visiting, Alpine, were firmly locked up. After making a telephone call to his Alpine contact, Tours Secretary [REDACTED] was given the combination number for the yard gate and our visit commenced.

Leaving Alpine we then embarked on a 13 mile journey to Llandudno, for which half an hour had been allocated, but unfortunately the traffic was extremely heavy, aggravated by temporary 3 way traffic signals at Deganwy for road works, with the result that by the time we arrived at Alpine's Premises at Llandudno our planned timings were considerably adrift. A review of the situation revealed at this point showed that despite the inclusion of over an hour of "contingency time" in the schedule, the combination of delays and the long distance from Malton had left our driver with insufficient driving hours to make the return trip. It was indeed fortunate that amongst our passengers was [REDACTED] a driver for Harrogate & District and after making a quick telephone call to his Managers at Starbeck for permission, [REDACTED] was able to take the wheel for the afternoon's visits. The first of these, Arriva at Rhyl, was only reached after enduring more traffic and the temporary traffic lights on the way out of Llandudno, so we were running well over an hour late by this point. Luckily there was little of interest here apart from some open toppers and it was possible to reduce the planned duration of the visit. Next port of call was Voel at Dyserth and both here and at the next operator, Phillips of Holywell, there was plenty to interest our party. Leaving Holywell it was only a short run to Bagillt, where the premises of Lloyd's were securely locked as a result of us still being an hour later than planned. We could nevertheless see a number of the vehicles in the yard, including ex Keighley & District Olympian 940, now repainted out of yellow livery into Lloyd's fleet livery.

In an effort to regain time the proposed visit to Eagles and Crawford at Mold had to be omitted, but that to Chester Transport went ahead as planned and we were allowed the freedom of the depot. This visit was combined with the tea break and we therefore left Chester at 1645 as planned and, with a brief pause to change drivers at Birch Services, the return journey went exactly to time.

We can but apologise to the passengers on the tour for the difficulties encountered on the day; in the event we were able to include almost all the planned visits, though the lunch break unfortunately fell victim to the late running, and we hope that the interesting vehicles seen on the day, including what must now be one of the largest collections of Bristol VRs in the country with Alpine, made up for it. Our thanks go as always to everyone who played a part in arranging the tour, including the Tours Team of [REDACTED] which planned the day's programme; Tours Secretary [REDACTED] who dealt with the bookings; all the operators who allowed us to visit; to Yorkshire Coastliner for making B7TL double decker 440 available to us and to our Coastliner driver, [REDACTED]. Especial thanks are due to [REDACTED] of Harrogate & District for stepping in on what was his day off to resolve what would otherwise have been a difficult situation.

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

Harrogate & District

FLEET CHANGES

New Vehicle

3601 YJ53 CZY Volvo B7TL YV3S2J4134A002936 Wrightbus G673 CH39/29F 12600 Kg

Acquired Vehicle

522 R522 TWR Volvo B10BLE YV3R4A518WA003977 Wright Y459 DP47F 10380 Kg

Additional Information

The newest double decker for Harrogate & District made its debut at the Coach and Bus Show held at the NEC on 23-25th September and general opinion is that it was the star of the show. Painted in a black and red livery with chromium relief, the new bus is quite simply breathtaking in every respect – from the livery through to the specification. There are so many interior features it is difficult to know where to begin, but on the lower deck staircase panel a montage of Harrogate District views faces the boarding passenger; there is dedicated buggy and wheelchair space in the lower saloon and the two tone upholstery on the Esteban coach seats is in dark blue and maroon, incorporating a “36” logo in the headrests. Upstairs there is luxurious two tone leather upholstery, again in dark blue and maroon with the “36” logo incorporated in the headrests, as well as a fold-down arm on the gangway side. The glazing is bonded and tinted; both decks are equipped with CCTV, smoke detectors and passenger information screens (two screens on the upper deck), whilst the driver has the facility of two rear view monitors and a powered wheelchair ramp. It would be impossible to try to describe all the features and the livery adequately, but fortunately H&D has produced a descriptive booklet and Mr.Fearnley has kindly supplied us with enough copies to enable one to be enclosed with each copy of this Bulletin. The November 2003 issue of ‘Buses’ magazine also includes external and internal views in its Coach and Bus 2003 report. Seating capacity is displayed as a total, being 68 + 14 standing or 66 + 16 standing or 67 + 12 standing + 1 wheelchair. The breakdown between decks is as shown above; the 29 in the lower saloon includes two fold-up seats in the wheelchair area behind the nearside front wheelarch. 3601 reached Starbeck initially on 6th October but left again on the 8th, it returned on the 14th and following driver familiarisation duties and publicity appearances was expected to enter service later in October or early in November.

Volvo B10BLE 522 joins the fleet from Keighley & District and rejoins sister 521 which has been with H&D for some time. This, together with the new double decker, will enable a start to be made on the withdrawal of the Wright bodied Volvo B10Bs, with 511/2/3 due for disposal towards the end of October.

Javelin 155 was due back at Harrogate as we closed for Press, having been resealed to B60F and repainted into yellow livery. This leaves just 940 to be completed by S&T at Blackburn, this being the one that was started but not completed by Keighley & District. During November a further 60 seat Javelin is due to join the fleet, this being ex Huntingdon & District 746 which will become 146 with H&D.

Unladen Weights

After reseating, Javelin 157 is now 9980 Kg (ex 9933 Kg).

Sales & Disposals

August 2003:- Volvo B6 781 to Burnley & Pendle (still running for B&P 9/03). Last month’s suggestion that it was being sold to an Independent should therefore be ignored.

VEHICLE NOTES

Repaints

October 2003:- Javelin 155; Volvo B10BLE 522

Livery Changes

Both the above repaints were done by Lancashire United at Blackburn, the Keighley paintshop being fully occupied in painting ex Huntingdon & District Olympians. Javelin 155 is now in yellow, ex Harrogate & District fleet livery, whilst B10BLE 522 gained H&D fleet livery ex Keighley & District fleet livery, prior to transfer to Harrogate.

General News

We have not previously recorded that some months ago, B6BLEs 601/3 were fitted with extensive “Zone One” ticket advertising, using a form of Contravision, on the first three windows on each side.

SERVICE CHANGES

Notices & Proceedings 1897 19/09/03

Variation

PB 0001746/9 23 HARROGATE – MARKINGTON

Route, stopping places and timetable amended 4 Sept 2003

Notices & Proceedings 1898 03/10/03

Variations

PB 0001746/43 773/775 HALL LANE CORNER – ST AIDANS/ST JOHN FISHER SCHOOLS

Route and timetable amended 11 Sept 2003

PB 0001746/46 764/765/766/767 SKIPTON ROAD (Electric Avenue) – HARROGATE GRAMMAR SCHOOL/ROSSETT SCHOOL

Timetable amended 15 Sept 2003

PB 0001746/46 764/765/766/767 SKIPTON ROAD (Electric Avenue) – HARROGATE GRAMMAR SCHOOL/ROSSETT SCHOOL

Timetable amended 19 Sept 2003

OPERATING NOTES

For the second year running H&D has been short-listed in the "Bus Operator of the Year" category and also for the first time, in the "Customer Service" category in the Bus Industry Awards, to be presented at the London Hilton in November. The other finalists are First York, Lancashire United, Trent Barton and Lothian Buses. These Awards recognise excellence and best practice in the UK bus industry. Bus operators, local authorities and other organisations compete for the prestigious Awards with innovative projects that bring about higher standards of travel and care for passengers. The 8th annual bus 'Oscars' have drawn entries from more than 140 organisations. Among the factors that have led to the company being shortlisted are that it has shown its commitment to providing quality bus travel by having over the last four years invested some £6 million in new vehicles, redeveloped the Bus Stations at Harrogate and Knaresborough and greatly improved its customer service interface. Over the last three years, the Company has seen passenger growth of 11.6% on its town networks and 22% on its inter-urban services. In the current year, it is again seeing overall numbers ahead of 2002 by over 3%. H&D has an excellent relationship with both North Yorkshire County Council (NYCC) and Harrogate Borough Council (HBC) and in recent months this partnership has particularly delivered three very worthwhile schemes –

1. The purchase by BlazeField Holdings of the Harrogate Bus Station site (£1.2 million) securing it for the long term with NYCC giving a grant (£0.8 million) to enable the necessary construction work including passenger facilities.
2. NYCC and HBC have invested in a quality route corridor linking Harrogate and Knaresborough following H&D's purchase of fully accessible buses. Additionally the Company is employing additional resources on the route and has improved frequencies during the evenings and Sundays.
3. A high quality schools' network delivered at minimum cost to NYCC. Following a 12 month experiment, H&D was awarded a four year contract to operate local services to four secondary schools utilising mid life coaches painted in dayglo yellow and operating to a quality on a par with general commercial bus service criteria. H&D has converted these vehicles to 60 seats enabling NYCC to avoid double deck use whilst being able to minimise the costs of that decision. H&D has issued to all school children a timetable booklet with information on tickets, fares, general information and behavioural guidelines. Additionally this contract has been the catalyst for H&D to stimulate the use of ordinary bus services by school children on the back of the schools' network. H&D has introduced a yellow saver ticket which not only provides children with unlimited use of the schools' network but also unlimited use of all conventional local bus services operated by the Company throughout Harrogate and Knaresborough, without time restrictions and at a very competitive price.

We wish the company the best of luck at the awards ceremony in November.

There have continued to be a number of variations from the 29xx Olympian working on services 770/771, recent such sightings being of B10Bs (513 on 8/9; 511/512 on 9/9; 369 on 12/9; 511/513 on 15/9; 511 on 17/9; 514 on 18/9; 512 on 19/9; 513/514 on 22/9; 511/512 on 24/9; 511 on 26/9 and 356 on 30/9), as well as other Olympians (409 on 12/9; 907 on 15/9; 907/13 on 17/9; 409 on 18 and 19/9 and 913 on 22 and 23/9).

Following last month's comments about Olympians on services 780/781, from the middle of September the route reverted to B6 operation, with only a few exceptions (B10 512 on 8/9; Olympian 2958 on 10/9; B10s 511/4 on 19/9, with 511 being replaced by MPD Dart 705 for at least one journey; B10s 511/2 on 20/9 and B6BLE 601 with Zone One advertising on 1/10).

Again further to last month's comments, Olympians now appear to be regulars on 105 to Hornbeam Park.

Last month we also remarked on the use of Royale 409 on Knaresborough Park & Ride on 10/9; the following week both duties on the Park & Ride were worked by Royales 408/9! The service has now ceased for the winter. A Royale was noted on the Morrison's free service on Monday 13/10.

On 30/9 an unidentified 29xx Olympian was in Knaresboro' on what appeared to be 101/2 (displaying H&D in the rear number blind) and if this was the case it was an extremely unusual working.

KEIGHLEY & DISTRICT

FLEET CHANGES

Additional Information

A demonstration VDL with Wright body was inspected during September; this is a B6 sized chassis which, although built by VDL (formerly DAF), is being marketed by Volvo as the Merit now that the B6 is out of production. It did not enter service but was used for clearance trials which it is understood it failed. Also loaned has been one of the Harrogate & District MPD Darts, which have a powered wheelchair ramp rather than the manual version on Keighley's own MPD Darts, 701/2. As the ground clearance of the powered ramp is different, the H&D vehicle was also used on clearance trials and is thought to have passed.

The situation in respect of the ex Huntingdon Olympians is that 944 duly entered service on 23rd September in full K&D livery; it was followed into the paintshop by 946 which had not been used in service by K&D and this in turn was followed by 941, which had been running in service in Huntingdon livery. Date to service for 941/2/5 is 3rd September; 946 has not yet been used by K&D, having required more work than the others to prepare it for service.

Rebuilding

Harrogate & District Javelin 940, which was at Keighley for reseating to B60F, was not completed there and was moved during September to S&T Coachworks at Blackburn for finishing off. By early October it was understood to be nearly completed.

The Eclipse training Olympian, 393, has had some more of its seats removed and now has none at all in the top deck (previously 18) and just 16 in the lower deck (previously a full set of 31).

Withdrawal

October 2003:- Volvo B10BLE 522

Sales and Disposals

October 2003:- 522 to Harrogate & District (via repaint at Blackburn)

VEHICLE NOTES

Repaints

September 2003:- Olympian 946

October 2003:- Olympian 941

Livery Changes

941/6 gained current fleet livery (ex Huntingdon & District livery). Like 943/7 before them, all are losing their unsightly advert frames on painting into K&D livery.

SERVICE CHANGES

Notices & Proceedings 1897 19/09/03

Notices & Proceedings 1898 03/10/03

Nil

OPERATING NOTES

On Sunday 12th October the Harrogate Transport Touring Society used Olympian 381 on what was billed as "Almost an Olympian farewell" tour. Organised as another event to commemorate the 75th Anniversary of West Yorkshire, it was unfortunately too late to advertise it in the Bulletin, but even so there were a number of WYIS members aboard. Starting in Keighley, the aim was to cover a variety of typical WY routes and the itinerary included all or parts of services 36 (Leeds - Harrogate - Ripon); 31 (Leeds - Keighley); K11 (Keighley - Sutton - Cross Hills - Cononley - Skipton); 71 (Skipton - Cracoe - Grassington); Grassington - Hebden; 70 (Grassington - Linton - Skipton); 24 (Harrogate - Pateley Bridge) and 23 (Pateley Bridge - Burnt Yates - Markington). Olympian 381, new to York-West Yorkshire as 3832, is one of only two former WY Olympians to remain in fleet livery in the Yorkshire Blazefield fleets and gave an excellent performance on what was a very enjoyable trip, for which thanks are due to the HTTS and Blazefield, together with the drivers for the day Keith Renshaw and John Feather of K&D and Gary Steel of Harrogate & District.

VEHICLE NOTES

General News

First in York vehicles are now having hi-visibility reflective strips applied to door mirrors on both sides; this "initiative" has already been applied on First West Yorkshire (Bradford) vehicles.

Some changes have been made to destination displays, partly necessitated by the closure of the Bootham Tower office and the transfer of those services to James Street. Destinations that showed the old telephone number (622992) now show 883000, but other changes noted so far include service numbers now being shown in the side displays to the left of the destination (a good idea for when branded vehicles wander off course), and several new via displays - for example Askham Bar 3 followed by via City Centre, Station Road 5 followed by via Theatre Royal, etc. In addition several exposures have different sized text/font to before.

SERVICE CHANGES

Notices & Proceedings 1897 19/09/03

New Registration

PB 0001747/38 18/X18 YORK - HOLME ON SPALDING MOOR
Via Wheldrake, Thorganby, Skipwith, Bubwith, Foggathorpe. From 1 Sept 2003. Mon-Sat.
(As mentioned last month, this reflects the successful retendering for the service by First in York)

Notices & Proceedings 1898 03/10/03

Nil

Timetables

From 20th July:- Services 14/16/17/18/21/24/25/26/26A/26B/26C/26E/27 (A5 booklet)

OPERATING NOTES

As mentioned under the Harrogate & District heading, First York has been short-listed in the Bus Industry Awards, to be presented at the London Hilton in November; it is pleasing that two of the four companies whose operations we study are amongst only five in the country to reach the finals of this prestigious competition.

B7 30964 (the Asda ad decker) was an unusual vehicle on the Red Line P&R on Saturday 4/10. It was particularly odd as White Line P&Rs, as well as bendis, were using rigid B7 single deck vehicles which were full and with standing passengers.

Vehicles from three different branded routes were in use on Pink Line 12 at various times on 3/10 - Pink Line branded B6BLE 40571, Purple Line branded B6BLE 40576 and Orange Line B7L 60891 all featuring! Not only were the routes listed on the interlopers obviously wrong but only 40571 had the correct "every 30 minutes frequency" - Purple line is every 10 and Orange up to every 12 minutes.

Yorkshire Coastliner

SERVICE CHANGES

Notices & Proceedings 1897 19/09/03

Notices & Proceedings 1898 03/10/03

Nil

Timetable

The Winter timetable booklet has been issued and covers from Sunday 5th October 2003 to Saturday 10th April 2004. The main change from the Winter 2002/3 timetable is that the Sunday timetable on service 843 is enhanced with journeys running hourly for most of the day. This comprises the addition of journeys at 1250 and 1850 ex Leeds and at 0940 and 1540 ex Scarborough.

OPERATING NOTES

Duplication continued into September, with B10BLE 442 duplicating B7TL double decker 437 on the 0815 Leeds-Thornton Dale (842) and Olympian 426 duplicating Olympian 434 on the 1000 Bridlington-Leeds (845), both on 6/9.

On at least Wednesday 8/10, roadworks on Prospect Hill, Whitby, meant that service 840 was unable to follow its normal route. From the Bus Station, vehicles had to cross the harbour by using the swing bridge, then along Church Street and Spital Bridge to the A171, thence across New Bridge (the high level one), to rejoin their normal route at the Mayfield Road traffic lights.

SOLD STOCK NEWS

DWU 294T (Ex 1711/K&D 304, Bristol VRTSL6G sold Norths, dealer, Sherburn, 10/90)
To Heddingham & District, no. L 178, 6/91; still running 9/03. It has now spent longer with Heddingham than it did in service at Keighley with WY/K&D.

FUM 485/93Y (Ex 1810/18, K&D 350/62, Bristol Olympians sold Fleetmaster Bus & Coach, dealer, Horsham, 5/99)
Both still running for First Essex Buses Ltd, nos. 4026/27, 7/03; 4026 allocated to Basildon and 4027 to Hadleigh. By 9/03, however, 4027 reported to be behind Clacton garage, apparently withdrawn.

FUM 496/500Y (Ex 1821/25, K&D 388/64, Bristol Olympians sold Fleetmaster Bus & Coach, dealer, Horsham, 5/99)
Both withdrawn by First Essex Buses Ltd, nos. 4028/30, by 7/03. 4028 noted withdrawn behind Clacton garage, 9/03.

A189 RUM (Ex 1828/H&D 317, Bristol Olympian sold Fleetmaster Bus & Coach, dealer, Horsham, 12/00)
Currently with Cedric, Wivenhoe, by 9/02; noted 9/03 still running for Cedric and in the all white livery that it carried with Aventa, Gatwick.

C750 CWX (Ex 2001, Neoplan sold Yorkshire Voyager, 7/89)
Now re-registered JIL 2768 and reported last month as "gone c5/03" from Rennie, Dunfermline. In fact it passed to Landmark, St.Ippolytts, Hertfordshire, 5/03.

KUB 542V (Ex 2568, Leyland Leopard sold Johnson, Harthill, 10/88)
Last reported in issue 626 (May 2003) as having been broken up on site by Londonderry & Lough Swilly Rly. Co., (re-registered 79-DL-620), date unknown. This carried fleet number 360 with L&LSR and is now said to have passed to Erin Metal Recyclers, Kinlough, 3/03, for scrap.

CUB 29/42/7Y, A113 KUM (Ex FY 5029/42/7/113, Bristol Olympians)
Currently running for Midland Bluebird, nos. 908/3/4/2 respectively, these have now gained national numbers 31617/5/6/4 respectively; all are allocated to Larbert depot.

CUB 39/41Y, A112 KUM (Ex FY 5039/41/112, Bristol Olympians)
Currently running for First Edinburgh, nos 906/5/1 respectively, these have now gained national numbers 31701/0/699 respectively; all are allocated to Dalkeith depot.

A212 SAE (Ex YC 412, Leyland Tiger sold East Yorkshire MS, 10/95)
Numbered 25 in the EYMS fleet, this was re-registered 8225 KH but then further re-registered to C868 JAT (a number two years newer than the coach for some reason) and it is with this registration that it has now been withdrawn by EYMS and sold to Direct Coach Sales, 9/03.

G293 KWW (Ex K&D 201, Leyland Lynx transferred to Sovereign Bus & Coach, 4/99)
Last reported with Ripley, dealer, Carlton, by 3/03. This is now with Stott, Milnsbridge, 8/03.

G381-3 MWU (Ex H&D 381-3, Leyland Lynx transferred to Sovereign Bus & Coach)
There seems to be a discrepancy in the vehicles owned by Harrogate Coach Travel. We have previously recorded ex 381/3 as being with HCT, but it is now suggested that 381/2 are owned. Can any member clarify the situation?

L517 EHD (Ex RY 17, DAF SB220 sold Arriva Bus & Coach, dealer, Gomersal, 2/99)
Last reported with Jowitt, t/a Headlight Bus & Coach, Tankersley, Barnsley, by 5/00. To Sanders, Holt, Norfolk, by 7/03.

M232/3 VWU (Ex FY 2232/3, Mercedes transferred to First Aberdeen, 10/01)
Currently in the FirstGroup fleet of G E Mair Hire Services Ltd, nos. 708/9, these have now received national numbers 50421/2.

N406-8/11 ENW (Ex RY 8406-8/11, Scania L113)
Currently running for Midland Bluebird, nos. 512/07/08/11, these have now gained national numbers 62299/5/6/8. 507/8 are allocated to Larbert depot; 511/2 remain at Bannockburn.

N409/10 ENW (Ex RY 8409/10, Scania L113 transferred to Midland Bluebird, 4/97)
Currently running for First Edinburgh, nos. 509/10, these have now gained national numbers 62381/2; they are allocated to Dalkeith depot.

P828/32/5 YUM (Ex RY 3315/9/22, Dennis Dart transferred to First Lowland, 6/98)
Currently running for First Edinburgh, nos 237-9, these have now gained national numbers 40697/8/701 (continuing the total lack of logic of the FirstGroup renumbering!). All are allocated to Dalkeith depot.

OTHER INFORMATION

OTHER OPERATORS

As well as several ex Blazefield Lynxes (see Sold Stock News above), Harrogate Coach Travel has a further Lynx which is E264 TUB, obtained from Stephenson, Rochford, but new to the Caldaire group. As well as being two years older, this differs from the ex Blazefield examples in having bus seats and a Gardner 6HLX engine rather than Cummins and thus introduces further variety into the HCT fleet. A timetable leaflet issued for the new HCT Selby-York (415) service, commencing 1st September, brands the operator as "Selby & District" – a trading title used by Arriva until it decided to rebrand itself as "Arriva serving North Yorkshire" in 1998!!

TML 16/10/03