



North Western and Yorkshire Branch Bulletin

Issue No 2023/10

October 2023



From Sunday 24th September bus services in the first of three areas in Greater Manchester were brought back into public ownership. Go North West were successful in being awarded the franchise for services based in Bolton & Wigan. Pictured in Heywood on Thursday 28th September is 2031 (LG73 FXB) one of 50 BYD/ADL 400 MMC electric double deckers, purchased by TFGM and allocated to the Bolton depot of Go North West. *Don Akrigg*

Chairman: Donald Akrigg, 6 Springfield Drive, Hightown, Liversedge, WF15 8JB
Vice Chairman: Geoff Cook, 32 Kirkbie Green, Kendal, LA9 7AJ
Secretary: Paul Wilkinson, 48 Romana Square, Altrincham, WA14 5QB
Treasurer: Paul Wigan, 16 Seventh Avenue, Blackpool, FY4 2ED
Distribution Officer: Martin Yates, 39 Brownhill Road, Blackburn, BB1 9QX
Bulletin Collator: Charles Gill, 5 Carlton Way, Carlton Miniott, Thirsk, YO7 4NT
Winter Meetings: Geoff Cook, 32 Kirkbie Green, Kendal, LA9 7AJ
Membership Sec: John Harrison, 24 Penrhyn Avenue, Middleton, Manchester, M24 1EQ
Committee Member: Kelvyn Waites, 4 Pennine Way, Scissett, Huddersfield, HD8 9JB
Committee Member: Graham Crawshaw, 19 Bellman Walk, Ripon HG4 2TY

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DIARY - Meetings and Visits

Who should I contact?

To book a place at a **Winter meeting**, contact Geoff Cook cookgd54@gmail.com (mobile 07875 662124). Geoff may be contacted by email, text or by letter to his home address.

Changes to address or other contact details to Membership Secretary: John Harrison 7440wj@gmail.com

Missing bulletins / printing problems: Distribution officer: Martin Yates

mjyatesuk2000@yahoo.co.uk 01254 249734

General correspondence to Branch Secretary, Paul Wilkinson osnwyorks@gmail.com

Saturday 18th November 2023 (from 12.00 midday for lunch; 2.00pm meeting)

Branch Memorial Lecture when this year's OS President, Anthony Delaine-Smith of Delaine Buses has agreed to address us. To be held in the Marriott Room at York Central Library, Library Square, Museum Street, York YO1 7DS at 1400. Local city plus Park & Ride bus stops nearby on Museum Street & Theatre Royal. Railway Station is ½ mile walk.

Please let Geoff Cook know by previous Saturday if you would like to join an optional lunch with the speaker at The Old Bank, 6-12 Lendal, York YO1 8AA from 12 noon.

Saturday 16th December 2023 (1.00pm):

"Transport of Delight" – a presentation by Peter Crichton. In the upstairs meeting room at Hartwood Hall Hotel, Preston Road (A6), Chorley, Lancashire PR6 9AX. Stagecoach 125 between Preston/Chorley/Bolton stops nearby. Limited parking is available.

Saturday 27th January 2024 (1.00pm)

Sheffield Buses - North, South, East and West - a presentation by Paul Fox at The Quaker Meeting House, 10 St James Street, Sheffield, S1 2EW. The venue is in the city centre, close to the Cathedral Tram stop.

Please advise Geoff Cook of attendance by the previous Wednesday so that sufficient afternoon refreshments can be arranged.

Saturday 24th February 2024 (1.00pm)

"Colours of the North West and Depots" by Jeremy Williams

At The Assembly Rooms, Dicconson Terrace, Lytham, Lancashire FY8 5JY.

The venue is in the town centre – Blackpool Transport 11, 17; Preston Bus 76/78 & Stagecoach 68 all stop at The Square nearby. Lytham Rail Station is about 10 mins walk away.

Please advise Geoff Cook of attendance by previous Wednesday so that sufficient afternoon refreshments can be arranged.

Saturday 23 March 2024 (1.00pm)

Branch Annual General Meeting – followed by an illustrated presentation :

"Huddersfield Corporation & Joint Omnibus Committee buses 1920-1974 (Part 2)"

By Graham Crawshaw.

In the Education Room at the Town Hall, High Street, Skipton, North Yorkshire BD23 1AH.

Access to the room is from Jerry Croft (at rear of Town Hall building). 10 mins walk from Bus Station; 15 mins walk from Rly Stn. Or use town centre car parks.



The North Western and Yorkshire Branch holds Branch meetings in public buildings which have disabled access and accessible toilets. Whilst some events use disabled friendly modern buses, we do sometimes use heritage buses which do not offer disabled access. Any concerns, please contact the event organiser when booking.

FROM THE OMNIBUS SOCIETY TREASURER AND MEMBERSHIP DIRECTOR

The Management Committee of the OS recently met to discuss finances and subscription levels for the next year.

The basic OS subscription has been held at £25 for some time and the annual cost of each printed bulletin/journal was increased slightly last year.

Continued increases in printing and postage costs this year will result in the OS operating with a deficit again in 2023 and 2024 and the Committee agreed that the basic OS subscription will increase from £25 to £26 and the cost of printed bulletins/journals will increase from £10 to £12 for each area. As reported at the AGM the cost of each paper Bulletin is in the order of £18 per year, and OM cost is £17 per member. The deficit will be funded from reserves as in previous years.

The subscription for paper Busmart will reduce from £20 to £18 per annum with 3 issues per year in place of 4.

This increase will take effect for renewals **from 1st December 2023**.

Although membership renewals now fall due throughout the year, we still have one-third of members whose membership expires at the end of December this year.

Members who have elected to receive an email reminder that their membership is expiring at the end of December will receive the email on the 3rd December - if you are expecting an email and haven't received it, please check your spam/junk folders. For those members who elected to receive a paper renewal form, this will be included with the next edition of the Omnibus Magazine (issue 570).

Charles Gill and Andrew Tyldsley

17 October 2023

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We are sorry to hear that Ken Swallow has been unwell, and wish him a speedy recovery. In the meantime Paul Wilkinson will compile Cheshire reports and would be pleased to receive details of any service changes.

North Wales tour September 2023

The afternoon of 4 September saw 14 OS members from many parts of the country meet outside Arriva's depot on Llandygai Industrial Estate in Bangor for the first depot visit of our three day tour, which was to take in several operators in the Bangor area, in Caernarfon, Penygroes, Trefor, Pwllheli, Llanrwst, Rhyl, and Llandudno. At Bangor we were fortunate to have Arriva's Head of Commercial Adam Marshall to welcome us at the depot, where he was able to show us one of the new EvoRa bodied Volvos recently purchased for the 5 suite of services between Caernarfon and Llandudno. The depot was newly built some fifteen years ago to replace the old Crosville depot nearer the city centre.



The next morning started at DP Owens's depot at Rhiwlas near Bangor, where after a chance to photograph the vehicles on site, we assembled inside an ex Stagecoach Alexander PS. Here owner Derfel told us how he had started his business, and described some of the difficulties along the way. One of his fleet – a Mercedes Benz Vario – then took us to our afternoon rendez – vous at Penygroes to exchange our Vario for a preserved Bedford OB, one of a pair of ex Whiteways of Waunfawr vehicles preserved there by enthusiast John Lloyd Williams. The other vehicle is a Bedford SB. The unit on the industrial estate also provides a home for ex Silver Star Dennis Dart, a rare example with Pointer constructed by Reeve Burgess at their Pilsley factory before production moved to Scarborough. The bus is now owned by Sion Jones. On the way to Penygroes in the morning we had visited a yard in Deiniolen, where new operator Dilwyn's rents space from the owner of the erstwhile Williams Deiniolen's yard, now owned by enthusiast Richard Mercer, owner of RM40. Other operators' depots in Caernarfon were also visited – Carmel Coaches, and Gwynfors. Gwynfors are now a significant presence in the area, running the Snowdon Sherpa network, as well as many local services. Their yard also housed four Yutong electric vehicles, owned by the Welsh Government, but unused for two years because of problems installing charging infrastructure for the intended route between Caernarfon and Blaenau Ffestiniog.

The afternoon continued first with visits to Clynnog and Trefor, and Berwyn, both in the village of Trefor; then Caelloi in Pwllheli before which there was a chance also to observe school buses leaving Pwllheli on this, the first day of term. Our Bedford OB performed perfectly, with immaculate gear changing by owner John.



On the third day our transport was once again the Owens of Rhiwlas Vario, which we joined at Bethesda at a P&R site. First stop was Llanrwst to visit the depot of Llew Jones, now a dealer as well as an operator. Next stop was Rhyl, to visit Alpine's impressive depot, newly provided with concreted yard and workshops. Just a couple of minutes drive next took us to Arriva's depot - yet another new depot, suggesting that Arriva here at least has a secure future. Head of Commercial Adam Marshall was here to welcome us again. He spoke to us openly about operations here. Lunch was taken in Llandudno, where we bade farewell to Glyn, our driver, so he could do an afternoon school run and pick us up later. After a visit to Alpine's headquarters and yard, where some space is rented out to Arriva, most of the group made their way to the pier to catch the City Sightseeing Tour open topper for a ride to Conwy and back. Chris Owens, owner of Alpine, had kindly given us tickets for this.

Our ride back to Bethesda brought to an end three full and interesting days, in which participants, in keeping with previous visits to the area, had not been surprised by the warmth of the welcome afforded to us, even if we had been surprised by the unseasonably hot weather.

A fuller account of the tour will appear in OM.

Malcolm Cowtan with thanks to Phil Howard for the pictures

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LAND'S END to JOHN O'GROATS by BUS – Part 1, from Tom Lynn

Background

I've always had a bit of a bucket list of transport related things that I've wanted to do and, over the years, was slowly achieving them but of course we all know what happened in 2020 so that scuppered any plans for a while!!

After all the lockdowns and dire warnings etc. 2022 saw me visiting rallies, doing the odd couple of days away to try explore various operators and bus routes (and OS Branch meetings and awaydays of course!). After this I started to think about a trip that I always thought would be interesting but too strenuous to be easily achievable – LEJOG by bus!!

The more I studied it the more I was tempted to try it and I realised that I could combine it with another of my ambitions which was to travel on the GWR Riviera Sleeper train. So why not? If I was to split my trip at Liverpool, where I live, it became much more achievable so I went ahead, planned it and did it. Land's End to John O'Groats, by bus, in two halves (June and August). And I thoroughly enjoyed it!!

DAY 1 – Monday - To Penzance

I had booked my sleeper berth from Paddington to Penzance as soon as tickets became available, as I did for my ticket from Lime Street to Euston. As a matter of interest the cost of my journey including my sleeper berth was cheaper than a night's B&B in Penzance.

Monday late afternoon was London to Euston. From there it was a 205 bus for the 20 minute journey to Paddington for something to eat before making my way to the first class lounge just after 9pm. This is a really impressive place which was originally for Queen Victoria to use while waiting for her train to depart.

Boarding started at 2230 when I was checked in, shown to my single cabin for the night, my order for breakfast taken and my shower booked for arrival in Penzance. The cabins are small but comfortable and I did manage to sleep.

DAY 2 – Tuesday – Penzance and Lands End to Bodmin

Despite what the weather forecast had predicted, it was chilly and overcast so, on arrival in Penzance, it was straight off to the lounge for a shower (impressive facilities), coffee and snack to keep me going then off I went to start the real purpose of my trip.

The first bus of the day was First's open top Land's End Coaster service at 0930 which would take me to Land's End then on to St. Ives. There is an earlier journey at 0900 but, for some strange reason, it doesn't call at Land's End! I strolled from the station to the bus station which is next door to see First Kernow 37736 (SF09LDD) Volvo B9TL/Wright Gemini Eclipse (new to First Glasgow) on the stand awaiting its driver. I was surprised to see quite a substantial queue which I joined. I'm pleased to say that the very friendly driver arrived early and started boarding, happily answering the many queries being put to him. As you might expect most people hurried to get a seat in the rear section of the partial open top bus but not me! I'm not that hardy so sat in the 3rd seat on the nearside under cover.

The most notable thing on this first part of the route was the number of unusual diversions due to several road closures. The bus only just fitted down some of the narrow lanes we traversed and although we called at all of the points on route they were definitely not in the correct order as shown in the timetable. At one point we even passed the previous journey as it retraced its steps from one of the diversions.

At last we arrived at the real start to this story – Land's End - and were surprisingly only 10 minutes late despite all the diversions. I was concerned that I might not get a photo but fortunately the driver decided he needed a comfort break so it was a quick dash down the stairs and mission accomplished.

We left Land's End almost 15 minutes late and seemed to gain a bit of time as we progressed. That is until we got to St. Just! The road through the village is narrow and gets even narrower in places. Unfortunately a car driver refused to stop when they saw the bus approaching and, when they met, the only viable option was for the car to reverse but the elderly lady driver protested that she couldn't manage it (after a couple of aborted attempts).

The bus moved over as far as it could and then crunch – we had hit the overhanging window of a shop. This did give the car enough room to get through, however, so at least one problem was resolved. The driver drove round the corner, stopped and ran back to the shop, presumably to leave details. And then onward to St. Ives via St Just's "bus station" which is a very nice shelter in a sort of turning area. The views for the rest of the uneventful journey were absolutely stunning. There must be a lot of slack built into the timetable because at last we were at a very warm and sunny St. Ives and on time at 1210. The bus has a short break here before continuing back to Penzance via St. Erth and Marazion and only takes an hour. Although the timing point is shown as Malakoff bus station this is now closed and only used as a turning circle, buses using the adjacent street.



First Kernow (and first bus of the trip) 37736 (SF09LDD) Volvo B9TL/Wright Eclipse Gemini, seen in Penzance Bus Station about to start loading for its 3 hour 45 minute circular trip on the Land's End Coaster. It is in base yellow as it was originally intended to receive Sunseeker vinyls which were never applied.

For me there was time for a break to look around St. Ives and have some lunch before my onward departure on First's T2 "Tinner" service which would take me to Truro. My schedule was for the 1312 departure and I was back at Malakoff at 1250 when a Copper branded First Kernow Enviro 400MMC (WK66CCE) arrived and, as my bus wasn't due for another 15 minutes I realised that this was the previous journey running late. After turning round in the old bus station it was straight on to the stand and loading. I naturally decided to get on in case my bus was also late and a what a good decision! Traffic was slow and horrendous until we reached the A30 where things seemed to get back to normal.

The first major town en-route was Camborne where there is a bus station and First's depot adjacent, both of which seemed very busy. Here we had a driver change and things seemed to move up a notch as we started to make good time. Redruth and its railway station was the only place of significance on the remainder of the journey and at last we were in Truro's smart and busy bus station and only 10 minutes late at 1434 but it meant that the bus had to load and leave straight away for its 1435 T1 departure to Penzance which it did but still 5 minutes down. Time for a coffee and lemon muffin then as my next, and final, bus of the day was the service 89 departure at 1552 which would take me to Bodmin for my overnight stop. This service was

operated by Go-Cornwall and at 1546 a very smart looking E200MMC 2409 (WA20DWG) arrived on stand and soon started loading.

Leaving on time our progress out of Truro was slow as we headed east before turning north and about 40 minutes later we were passing the old Western Greyhound depot at Summercourt, now owned by Firstbus. Progress was more steady now and with a short recovery time built in at St. Columb Major we were soon on the outskirts of Bodmin. I left the bus in the town centre as it continues for another 10 minutes to the business park.

Looking at bustimes and the Go-Cornwall website it appears that this service has been withdrawn and it is now necessary to travel via St. Austell or Wadebridge with some quite tight connections! All I had to do now was find my hotel and something to eat ready for a long day ahead tomorrow.

Transport for Greater Manchester area

Correspondent: Paul Wilkinson 48 Romana Square Altrincham WA14 5QB.

osnwyorks@gmail.com

TfGM Bus timetables pdfs are listed at www.tfgm.com/public-transport/bus/routes

This page shows all bus services across the region – including schools

GM bus franchising:

Started from the early hours of Sunday 24th September with the first bus running at 0430 on service 521 from Farnworth.

The *Bee Network* is managed by TfGM who gain responsibility for all back-office functions including lost property, complaints, marketing etc. As part of the Franchising arrangements, all *Bee Network* routes are run with no acknowledgement of the actual operator. Whilst buses have legal lettering for the respective operator, the all new electric deckers, and all new E200MMC delivered to Go North West only carry Bee Network fleetnames. Older buses have the operator details usually over the passenger door and driver's window. The new electric deckers are said to have a range of 260km (161 miles) between charging.

TfGM Bus guides continue with *Bee Network* titles but no details of operator. There is a *Bee Network* app which gives next journeys at specified bus stops, but has no tracking application for buses on a map. PDFs of timetables are still available: search under Bee Network > Bus > routes: <https://tfgm.com/public-transport/bus/routes> then scroll down for the route required. To Search of individual timetable: <https://tfgm.com> then search "bus 358" or: <https://tfgm.com/public-transport/bus> Public transport > Bus then search on route number <https://tfgm.com/public-transport/bus/routes/358-hayfield>

The new **Stagecoach Schools unit at Little Hulton** is not yet operational – apparently the allocated fleet is running from other established garages (variously stated as Hyde Rd, Stockport or Sharston) at the moment.

From 24 September

Supported E jnys run by Vision Bus on service **1 Egerton – Bolton** were withdrawn and partly replaced by additional bus 533 and 537 evening journeys.

Changes to *Bee Network* services from 1st October. (operated by Diamond Bus)

512 Bury - Elton - Radcliffe - Prestolee - Outwood circular

513 Bury - Fishpool - Whitefield - Outwood - Radcliffe circular

557 Farnworth - Great Lever - Royal Bolton Hospital

Normal timetables and routes reintroduced due to the reopening of Stoneclough Road near Kearsley Station. 512/3: M-F early morning times change. SuPH jnys run 3 mins later.

Of Note: in the non-franchise area

Vision Bus continue to run supported services 94 and 480 which will pass to Stagecoach in Area B from 24th March 2024

Go North West continues to operate routes from Queens Rd depot which will pass to Stagecoach in Area B from 24th March 2024

Diamond Bus NW continue to run services 150, 254, 336, 337, 370, 371, 389, 728, 769, 87, X50 unchanged. These will pass to those companies awarded contracts under Area C from 5th Jan 2025.

Stagecoach Manchester no longer run timetabled football specials to/ from Manchester City FC ground at the Etihad before and after soccer matches, they withdrew football extras to Manchester United at Old Trafford some time ago (pre-covid) citing increased traffic congestion and gridlock in the area post-match. Services 250 255 256 are diverted an hour before and an hour after the matches away from Chester Road. 250 continues via Talbot Rd (which was the standard divert), but now 255 256 make a wider diversion to avoid traffic congestion from Trafford Bar via Seymour Grove, Kings Rd and Edge Lane to Stretford Mall.

This season, TfGM have contracted **Diamond Bus North West** to provide a **MUFC match day shuttle** bus service for Premier League games (not for Champions League or League Cup games). Ten buses depart from Chester Rd (between Throstles Green and Sir Matt Busby Way), with drop-off points at Deansgate-Castlefield and Piccadilly. Tickets can be purchased on the bus with a single costing **£3 for adults and £1.50 for children**.

On other events, similar Diamond Bus routes have operated eg: Noel Gallagher's *High Flying Birds* at Wythenshawe Park on Sat 26 Aug offered shuttlebus services showing as "WSB":

Sale to Wythenshawe Park – from Ashfield Rd (opposite Sainsburys), then also stop on Broad Rd (Sale Metrolink, Stop H), before continuing onto Moor Rd Metrolink (Stop F) via Northenden Rd, Sale Rd and Wythenshawe Rd. First bus 4pm, last approx 8pm.

Manchester city centre to Wythenshawe Park - from Travis St (on the A6 outside the Manchester Piccadilly Hotel / former BT building) and travel via London Rd, Mancunian Way, Princess Rd and Wythenshawe Rd to Moor Rd Metrolink (Stop F). First bus 4pm, last approx 8.05pm.

After the concert: Wythenshawe Park to Sale and Manchester city centre – from Moor Rd Metrolink (Stop F), then call at Cross Street, Sale before heading into the city centre, where the bus terminates at Fairfield St (Stop C). First bus approx 10pm, with the final bus approx 1am. Tickets cost £3.50 each way and purchased by card on the bus. Buses depart at least once ev5mins. Buses were expected to take 30 mins round trip (bit optimistic?)

From Monday 25 Sept, **Metrolink** have reinstated the "peak" (M-F 0700-1900 S 0900-1800) Etihad Stadium – Piccadilly – Media City UK, running ev12mins and supplementing the Ashton – Piccadilly – Eccles service which no longer calls at Media City in these peak times. **Late Night FS services** have resumed with additional trams now running until 0100 arrivals at outer terminals. Trams from midnight to 0100 operate ev24mins rather than ev12mins. Said to be as an experiment, **Sunday** services have been reduced from ev12mins to ev15mins on all lines with some double trams running on selected lines giving some extra 3600 seats per hour. Normal – non-event Sundays has seen only single trams operating.

Changes to Diamond Bus non-franchise routes from 1st October

RHS1 Mcr City Centre - Salford - Walkden – Worsley Route withdrawn at end of Summer.

Changes to Rosso routes from 29th October: Listed by TfGM as *Network Stabilisation*: funding for these jnys from TfGM not renewed.

457 Rochdale - Littleborough - Shore - Caldermoor – Stansfield M-S from Stansfield at 0500 and Littleborough at 0506 no longer run.

464 Accrington - Haslingden - Bacup - Whitworth – Rochdale M-S from Haslingden at 0431 towards Rochdale and S 0528 from Rochdale no longer run. S 0531 and 0631 still run as these have proven popular enough with customers to continue without further funding.

467 Bury - Jericho - Bamford - Rochdale

468 Bury - Jericho - Bamford - Rochdale

Trax services: Withdrawal of some early morning jnys and reduction in M-S daytime frequency: 467 468 now ev40mins on each route, ev20min btwn Bury, Fairfield Hospital and Rochdale.

Cheshire Area and the High Peak area of Derbyshire

compiled by Paul Wilkinson and Chris Bowles

The Warrington and Halton news in the September Branch Bulletin requires some expansion and clarification, **following last-minute developments from 25th September**. These include increased support activity from Warrington Council as a tendering authority.

Warrington's Own Buses

In partnership with Warrington Borough Council and as part of Warrington's Bus Service Improvement Plan we're adding extra services from Monday 25th September.

16 Warrington – Dallam increased to 30-min headway in the evenings

18 Priestley College – Burtonwood gets an additional 15:04 from Warrington Interchange to get school pupils from St Gregory's School back to Burtonwood.

19 28 Warrington – Leigh minor changes on M-F & incr'd S to hrly on each service (was 2-hrly)

20 Warrington – Orford new hrly evening service

24 Woolston - Padgate - Birchwood new M-S off peak circular service

Also 2, 18, 21 some extra journeys

In addition:

Howard's Travel (Omega Busways)

10 Warrington - Appleton via Bank Quay, Walton, Daresbury (some journeys via Sci-Tech Park), Hatton and Stretton then an anticlockwise circular via Blackcap Road and Pewterspear Green. New hrly M-S service, operated by using full-size single-deckers, at least in the first week. This new service is the first bus to cover the section of route between Daresbury and Hatton since a Crosville link was withdrawn in 1970.

47 Warrington - Statham via Bank Quay, Walton, Stockton Heath, Weaste Lane then anticlockwise circular via Barsbank Lane, Star Lane and Warrington Road. New hourly M-S service using Fiat minibuses and restoring a service to Statham which was controversially abandoned by the re-routing of WOB 5 a year ago and partially replacing the withdrawn WOB/Cheshire East 47 contract (see below). This contract was the last remnant of North Western's 104 (Warrington - Lower Peover), which before 1939 actually ran from Wigan and was jointly operated with Lancashire United. It became Crosville H47 in 1972.

Warrington's Own Buses de-registered **62/62A (Warrington - Runcorn)** on M-F from 25th Sept; after a vociferous local campaign and Halton Council tendering process, the timetable in only slightly modified form has been taken up by **Ashcrofts of Speke**. Ashcroft has also taken over school service **70 (Moore - Heath School)** which follows a similar route. S service on 62, operated by **Howard's Travel (Omega Busways)** is unchanged, at least at present. Local sources indicate that Halton Council has had to reach outside its normal transport budget in order to secure the continuation of the 62/62A. Service 62 has operated continuously for more than 100 years now, having been started by Crosville in 1920.



Ashcroft's E200 HIG 5672 heading past Moore Post Office on the 0910 Runcorn - Warrington on 5th October. Formerly MX61 BBK, this bus was new to National Express 1/2012 as their 8357 for use on a BBC Staff shuttle in London. Later with McColl's of Dumbarton from 2018, and E Stotts & Sons of Huddersfield by Dec 2021. Chris Bowles

WOB also withdrew from **Halton-supported services 3D 3D - Halton Hospital - Runcorn High Street Bus Station** and **20 / 20A - Murdishaw to Runcorn, High Street Bus Stn** (operated for a week by Howard's before transferring to **Arriva from 1st October**) and **Cheshire East's 47 (Warrington - Knutsford)** which has been partially replaced by Howard's (see above) but the section of route between Lymm, High Legh and Knutsford has seemingly been abandoned. Cheshire East Council suggest that the **on-demand FlexiLink** service can assist some passengers who find they are inconvenienced by the loss of the No47 within Cheshire East but FlexiLink is a demand responsive transport service providing travel opportunities for Cheshire East residents who are aged 80 or over or have a disability or live beyond the reach of any other public transport but can only operate within the borough. (ie not in Warrington)

MD Bus and Coach Ltd t/a Link Network

23 Warrington - Cinnamon Brow - Orford new hrly off-peak service

B29 Collins Green - Burtonwood – Gemini - Westbrook Asda new hrly off-peak service

31 31A 33 Honiton Way Shop Circulars new local off-peak services in the Penketh area, providing north-south links to rail stations, Westbrook and Gemini shopping centres, some of which had previously been withdrawn by WOB

WOB also lost GM services 594, 596 & 984 which transferred to the franchised Bee Network.

After the completion of new bus stops at Runcorn Railway Station, from 25 Sept some services that operate out of Runcorn Depot are **now serving Runcorn Station** as part of their route:

61 – [Liverpool to Halton Hospital](#)

79C – [Murdishaw to Liverpool](#)

200 – [Runcorn Industrial Circular](#)

3A/3C – [Halton Hospital to Weston Village](#)

Timetables for most Warrington area bus services including those operated by companies other than Warrington's Own Buses are at Warrington Council website:

<https://www.warrington.gov.uk/bus-timetables-and-routes>

The closure of Daresbury Expressway, referred to in the last Bulletin, to enable a new access for Sandymoor housing developments, actually took place from 26th July, and is expected to last until November at the earliest. The closure was suspended between 21st - 29th Aug inclusive for the Creamfields music festival at Daresbury. The lengthy diversions affect services 62A and Arriva's 200, both of which have to follow a four-mile diversion route to link Daresbury

Science Park and Manor Park, which are normally only half a mile apart. The diversion on 62A (four trips per day) additionally requires a double run between Walton and Daresbury, but the 200 (Runcorn circular) operates in one direction only so simply has its circle expanded.

STOP PRESS: new connections and additional E services in Warrington starting on Mon 16 Oct. As a result of Warrington Borough Council's Bus Service Improvement Plan, our network of evening services will change opening up new journey links and later buses – full report next time

North Wales

We are delighted to say that Malcolm Cowtan, with assistance from Paul Palfreyman, is taking on the role of North Wales correspondent. Our thanks to both of them – please do support them as collating changes in such a large and rural area is not easy.

Dilwyn's, Gwynfor's - Caernarfon local services

Gwynedd Council contracts in the Caernarfon area were re-tendered to take effect from 1 July. This was accompanied by a re-numbering of the services replacing in some cases numbers used by Crosville (albeit with a letter prefix). All contracts passed from Gwynfor's to Dilwyn's, although C4 continues with Gwynfor's as operator with an unknown contractual arrangement.

- 1F to C5 and extended to Nebo
- 1N to C4, serving Nantlle hourly
- 91 to C6, serving Dinas Dinlle, but omitting Ysbyty Eryri
- 92 to C1 serving Maes Barcer estate
- 92A to C3 serving Maesincla / Hendre estates
- 93A/B to C2 serving Cae Gwyn estate and Victoria Dock two hourly
- S3 MF shorts to C7

The **National Eisteddfod** was held this year at Bodfel, mid way between Pwllheli and Nefyn. Four operators, **Berwyn, Caelloi, Clynnog & Trefor**, and **Nefyn** were involved in running shuttle services. Emyr Griffiths of Clynnog & Trefor co-ordinated operations deploying duplicates where necessary. It is believed revenue was pooled and shared between the operators. Shuttles ran between Ederon, Nefyn, and the site; and from Pwllheli from 0800 – 2230. Extra services requiring pre- booking ran late evening to Tudweiliog, Aberdaron, Porthmadog and Caernarfon. Vehicles used were Solos (Berwyn / Nefyn) and a Metro City, Versa (C&T), Enviro 200, Scania/Irizar (Caelloi).

Arriva made changes from **24 September** to 19 services, mostly to improve punctuality and connections. The 4 suite of services Bangor to Holyhead saw major changes to cut diversions from the main route into villages such as Llanddaniel, and also Bodedern. The simplified service gives an hourly service throughout M-S with extra journeys Llangefni – Bangor numbered 4L giving a 30 minute frequency on this section. The route of service 42 Wrexham – Hightown was amended reflecting passenger feedback. Further revisions might be necessary in North Wales once the effects of the new 20mph speed limit are understood.

TrawsCymru changes from **5 November** following retendering.

T22 Caernarfon – Blaenau Ffestiniog (a new service) has been awarded to **Llew Jones** with electric buses but initially with diesel.

T2 has been re-awarded to **Lloyds**, with journeys operating via Criccieth. The service pattern will then revert broadly to that operated by Express Motors up to 2017 on their service 1. Metro Cities will be replaced by EvoRas. Use of double deckers will not be possible because of a low bridge on the route via Criccieth.

T3C (a new service) Llanuwchllyn – Bala – Corwen via Llandderfel, Llandrillo, Cynwyd goes to **Lloyds**

T3 Wrexham – Barmouth using the main A494 between Corwen and Bala returns to **Lloyds**.

T10 Bangor – Corwen will now run hourly operated entirely by **K&P**.

East Yorkshire Motor Services Ltd, Hull from Nigel McBride

4 September 2023

526 Beverley – Copandale Road – Model Farm Estate - Beverley

Further to last month's entry (2023/9-179), it would be more correct to say that this route now operates as a (somewhat complicated) circular rather than being extended cross-town. After running to Copandale Road and back, rather than running into the bus station it turns left from Manor Road into Norwood and then follows the former B5 circular route serving Model Farm, Norwood Grange and Humber Keel, the latter two being served by double-runs. Passengers for Model Farm, etc. have the choice of boarding in the bus station and travelling via Copandale Road or walking around 4' to Manor Road, where buses are timed 5' after leaving the bus station. For passengers from Copandale Road into Beverley, alighting in Manor Road seems the most sensible option. Missing out the bus station on return from Copandale Road enables a total journey time of 25', whereas the original 526 was allowed 10' and B5 20'.

527 Beverley – Normandy Avenue

Rerouted between the Bus Station and Queensgate in both directions via New Walkergate, Beverley Railway Station and Armstrong Way (for the Flemingate Centre) rather than New Walkergate and Lord Roberts Road (outbound) and Lairgate (inbound).

11 October 2023

1 Holme on Spalding Moor – Selby via Bubwith

18 Holme on Spalding Moor - York via Wheldrake

Operation through to Holme on Spalding Moor resumed from this date following completion of the works on Bubwith Bridge.

Shuttle bus 518 from Holme last ran on 10 October. It had been operated by Acklams Coaches and since 3 July had connected with 18 at Wheldrake.

NORTH YORKSHIRE AREA October 2023

Correspondent: Charles Gill, 5 Carlton Way, Carlton Miniott, THIRSK, YO7 4NT

Email: charles.gill5@outlook.com

ARRIVA NORTH EAST:

X4,X4A Whitby-Middlesbrough: from 6 November 2023 winter tt introduced with Sunday service running hourly Whitby-Loftus.

X93 Middlesbrough-Whitby-Scarborough: from 6 November 2023 winter tt introduced – reverts to hourly Whitby-Scarborough and some evening jnys withdrawn.

P1,P2 Whitby Park & Ride: from 1 October 2023 amended to run 0815 to 1630. Ceases from 6 November 2023 until Easter 2024.

ARRIVA YORKSHIRE:

400/401 Selby-Goole: revised tt from 29 October 2023. From 5 November 2023 new Sunday service 4 return jnys, supported by East Riding BSIP funding.

DALESBUS WINTER 2023-4

74 Wigginton-York-Harrogate-Ilkley-Grassington 1 return ex Wigginton and 2 Grassington-Ilkley & return Saturdays. Operated by Reliance MS. Previously ran summer only.

864 Cravenlink: Bradford-Ilkley-Skipton-Malham: from 29 October 2023 winter service introduced operated by Keighley Bus Company. 1 return jny ex Bradford and 2 return Skipton-Malham, plus 1 return Ilkley-Skipton. Previously ran summer only.

873 Cravenlink Ilkley-Bolton Abbey-Skipton continues Sunday 3 return jnys op by Keighley & District.

874 Dalesbus Wetherby-Leeds-Otley-Ilkley-Grassington-Buckden Sundays continues 1 return jny plus 1 return Buckden-Ilkley. Operated by York Pullman.

EAST YORKSHIRE:

747 Pocklington-York: from 5 November 2023 additional FS evening jnys and new Sunday service 3 jnys each way.

FIRST YORK:

29 Streetdeck Electroliners and 24 GB Kite electric singledeckers are entering service.

67 University-York: extended from Merchantgate to York Rail Station from 29 October 2023.

HARROGATE BUS COMPANY:

From 3 September 2023 revised tt on services 1-1D,2,8.

The Harrogate Flower Show Shuttle between Ripon and Newby Hall operated again this year between 15 and 17 September.

7 Harrogate-Wetherby-Boston Spa-Leeds: from 29 October revised tt

36 Leeds-Harrogate-Ripon: from 3 September 2023 M-S day frequency increased from 15 min to 10 min.

59 Harrogate-Bolton Abbey-Skipton: from 14 October to 11 November 2023 due to the closure of the A59 at Kex Gill the service is diverted via Otley and Ilkley and temporarily reduced to 2 round trips.

X98/X99 Leeds-Wetherby-Deighton Bar: from 29 October 2023 revised tt. Alternate jnys ESu runs as X98 to serve Collingham. Revised route into Leeds City Centre omitting North Street and Headrow.

HARROGATE COACH TRAVEL(CONNEXIONS BUSES):

13 Copmanthorpe-York-Haxby: revised tt from 6 October 2023 and revised route in Copmanthorpe omitting Flaxmans Croft. In Haxby buses now run along York Road to West Nooks, then serve the village on the return to York.

X1A,X1B Harrogate-Knaresborough: withdrawn after 6 November 2023. Connexions started on this corridor on 18 February 2013 running every 15 min in competition with Harrogate & District. Various route changes and reductions have been made over the years, with the Saturday service withdrawn in April 2022 and from January 2023 reduced to a M-F off-peak service.

RELIANCE MOTOR SERVICES:

30 Thirsk-Easingwold-York: revised tt from 6 November 2023 with some ev jnys withdrawn.

40 Easingwold-York: revised tt from 6 November 2023 with some evening jnys withdrawn and all Sunday jnys withdrawn.

SOUTH YORKSHIRE

Sub-Editor: Phil Drake, 18 St Albans Drive, Sheffield S10 4DL
phildrake@yahoo.co.uk

FIRST SOUTH YORKSHIRE

3 September 2023

In line with what appears to be a national trend, a number of previously regular interval services have been given new timetables which destroy that pattern; for instance 51 (Lodge Moor-Charnock) has, from 0953, headways of 17/20/14/16 mins. While this may reflect actual road conditions better, it clearly dents the idea of a 'turn up and go' timetable.

20 (Hemsworth-Sheffield-Ecclesfield). Increased running times on E journeys have reduced the frequency from 60 to a rather unhelpful 70 mins.

50 (Doncaster-Skellow), 50a (Doncaster-Carcroft). The M-S daytime frequency on each service is reduced from 20 to 24 mins, reducing the headway from 10 to 12 mins.

272 (Sheffield-Castleton). Derbyshire's BSIP money has permitted the introduction of a 2300 FS journey from Sheffield. A revised timetable sees journey times substantially lengthened, typically M-S from 61 to 76 mins outward (via Bradwell) and from 51 to 60 mins inward (direct), and Su from 51 to 61 mins each way to 60-70 mins; two Su pm journeys from Castleton are allowed as much as 90 mins. While the first Su journey, which reaches Sheffield at 1104, is allowed 16 mins from Hunters Bar to Sheffield, the last (which is due at Sheffield at 0010) is allowed 19! **Hulleys** journey times are similarly extended.

X10 (Sheffield-Bramley-Maltby, Salisbury Road). Diverted via Flash Lane, Broadlands and Sandy Lane in Bramley.

GLOBE, Barnsley

3 September 2023

39 (Barnsley-Shafton- Grimethorpe-South Kirkby-South Elmsall-Upton-Pontefract). New service, hourly NESu with some gaps.

94/94a (Barnsley-Higham-Cawthorne). The recently introduced extension to Cannon Hall Park is withdrawn.

198 (Barnsley-Ryhill-Newstead-Hemsworth-South Elmsall). The Hemsworth-South Elmsall section, covered by the extension of 4 M-S journeys (0955-1255) is withdrawn, though a few more journeys now cover the Newstead-Hemsworth section.

HULLEYS OF BASLOW

3 September 2023

257 (Sheffield-Ladybower-Bamford-Hathersage-Calver-Bakewell). M-S E journeys at 1925 and 2225 from Bakewell and 2030 and 2330 (!) ex Sheffield introduced. The A57 route out of Sheffield, served for many years in the 70s and 80s by two trips a day, now sees 13. The SuBH service over the Snake Pass is retained for the winter, with 5 journeys at 2-hourly intervals from 0815 ex Bakewell and from 0855 ex Sheffield; it is diverted between Hayfield and Chapel-en-le-Frith via New Mills, Whaley Bridge and Stoneheads.

271/272 (Sheffield-Castleton). See **First** above.

STAGECOACH EAST MIDLANDS

3 September 2023

399 (Doncaster-Haxey-Scunthorpe). Increased from 1 to 2 through journeys and from 4 to 6 Westwoodside-Scunthorpe journeys.

STAGECOACH YORKSHIRE

114 (Rotherham-Dovedale Road). My thanks to John Young for pointing out that this service is actually run from Rawmarsh Depot; the Thorpe Hesley journey is not therefore a positioning run as suggested in the August Bulletin.

WATERSONS, Hemsworth

36 (Barnsley-Shafton-South Elmsall). Reduced to 6/7 M-F and 3 S journeys.

38 (Barnsley-Lundwood-Cudworth-Grimethorpe, 6-8 M-S journeys). Withdrawn and replaced by Globe 39 (the two concerns are now in common ownership).

Significant cuts to ESu services across South Yorkshire will take effect from **29 October 2023** when many routes will be cut to a 2-hourly frequency. Not all timetables were available by the Bulletin press date, so a full report will have to await the next Bulletin. Notable exceptions to these cuts will be Stagecoach services from Sheffield to Chesterfield, Dronfield and Matlock which will see evening improvements, and Stagecoach 120 which will gain extra ThFS E journeys in Sheffield University term time on the city's main student corridor. Derbyshire of course gained £47m of BSIP funding whereas South Yorkshire got nothing. SYMCA has decided that the maintenance of daytime tendered services should have first call on its limited funds. Stagecoach will also introduce an hourly 43a (Sheffield-Low Edges) which will give a 15 min frequency on the Sheffield-Woodseats section of 43/44 as well as supplementing 25 (Bradway-Woodhouse). However, 80/80a (Sheffield-Killamarsh-Chesterfield) will be withdrawn; Hulleys will introduce a Crystal Peaks-Chesterfield replacement.

West Yorkshire:

Correspondent: Charles Gill, 5 Carlton Way, Carlton Miniott, Thirsk, YO7 4NT

PROPOSED FRANCHISE

On 10 October 2023 the West Yorkshire Combined Authority issued their Consultation Document, accompanied by a mass of information in appendices, on proposed bus service franchising. Further details to follow.

HALIFAX BUS STATION partially reopened on 1 October 2023, being used by services which had been occupying the temporary bus station, ie 22,255,502,508,548/9,571,576, 681/2. Completion is expected by March 2024.

ARRIVA YORKSHIRE:

From 3 September 2023 revised tt on 107,110,118,231,232,425,444,446,496

102 Wakefield-Eastmoor: from 3 September 2023 alternate jnys extended beyond Eastmoor to City Fields, Ferry Lane and Pinderfields Hospital as new service 103. All eve jnys runs as 103. Combined Wakefield-Eastmoor frequency unchanged. 103 runs 30 min M-S day and hourly ESu. From Pinderfields 103 buses continue to Wakefield as 111, allowing through jnys.

111 Wakefield-Pinderfields Hospital: from 3 September 2023 evening service introduced and linked to 103 above.

113 Dewsbury District Hospital-Pinderfields Hospital-Pontefract Hospital: withdrawn 7 October 2023 on expiry of contract and replaced by Yorkshire Buses.

147 Wakefield-Normanton-Featherstone-Pontefract: from 3 September 2023 rerouted between Stanley Ferry and Pinderfields Hospital via Nellie Spindler Drive and Wakefield Eastern Relief Road instead of Ferry Lane (replaced by 103 on Ferry Lane).

FIRST WEST YORKSHIRE:

From 3 September 2023 revised timetables (mostly journey retimings to improve punctuality) on services 2,3,3A,6,12,13,13A,16,16A,33,34,38,39,42,47,47A,49,50,50A,51,52,72,91 ,X6,X84

306 Huddersfield-Taylor Hill: from 3 September 2023 additional jnys Saturday mornings.

324 Huddersfield-Netherton-Meltham: from 3 September 2023 Saturday early evening frequency increased from hrly to 30 min.

363 X63 Huddersfield-Brighouse-Bradford: from 3 September 2023 M-S evening frequency increased from hourly to 30 min.

398/399 Huddersfield-Storches Hall (University term times): withdrawn as from 1 September 2023. Replaced by Yorkshire Buses.

GLOBE HOLIDAYS:

From 4 September 2023 revised tt on services 101; revised tt on 94/94A/94B, 96 from 29 October 2023.

39 Pontefract-Upton-South Elmsall: from 4 September 2023 extended via South Kirkby and Grimethorpe to Barnsley to replace 198 and 38 Barnsley-Grimethorpe. Revised tt from 30 October 2023.

39B South Hiendley-Hemsworth-South Elmsall-Upton-Pontefract: from 4 September 2023 revised tt.

198 Barnsley-South Hiendley-Ryhill-Hemsworth-South Kirkby-South Elmsall-Broad Lane: from 4 September 2023 withdrawn Hemsworth-Broad Lane and replaced on this section by 36,39 and 485.

485 Wakefield-Ackworth-Upton-South Elmsall: from 4 September 2023 5 off-peak jnys extended from South Elmsall Bus Station to Broad Lane to replace 198.

HARROGATE BUS COMPANY:

7 Harrogate-Wetherby-Boston Spa-Leeds: from 29 October revised tt

8 Harrogate-Knaresborough-Wetherby: 3 September 2023: revised timings

36 Leeds-Harrogate-Ripon: from 3 September 2023 M-S day frequency increased from 15 min to 10 min.

X98/X99 Leeds-Wetherby-Deighton Bar: from 29 October 2023 revised tt. Alternate jnys ESu runs as X98 to serve Collingham.

HARROGATE COACH TRAVEL(CONNEXIONS BUSES):

64 Aberford-Barwick-Leeds: revised timings from 29 October 2023.

KEIGHLEY BUS COMPANY:

15 electric Mercedes Benz Citaro have been ordered for the Shuttle 662 Bradford-Keighley service.

From 3 September 2023 revised tt on K1,K4,K5,K6,K9,K14,K15,K16

60 Keighley-Shiplay-Greengates-Leeds: from 3 September 2023 new service 60A M-S day hourly Shiplay(peaks from Keighley)-Greengates-Leeds via Calverley Lane in Rodley to replace First 508. 60 remains 2 buses per hour between Keighley and Leeds to give combined M-S day frequency 20 min ex 30 min.

64 Ilkley-Skipton: from 3 September 2023 revised tt with school day variant via Skipton Girls High School and Ermysteds School replaced by normal route.

K2/K3 Keighley-Braithwaite from 3 September 2023 M-S daytime frequency increased from 15 min to 10 min.

K7 Keighley-Oakworth: from 3 September 2023 M-S daytime frequency increased from 20 min to 12 min.

STAGECOACH YORKSHIRE:

28/28C Pontefract-Hemsworth-Barnsley and 59/59A Wakefield-Royston-Barnsley: revised tt from 29 October 2023.

TEAM PENNINE:

360 Bradley-Huddersfield-Huddersfield Royal Infirmary: from 29 October 2023 revised tt with sat service reduced from 30 min to 40 min. Withdrawn SSu between Bus Station and Royal Infirmary.

502 Halifax-Denholme-Keighley: from 3 September 2023 operates to/from Halifax Bus Station instead of Albion Street.

TRANSDEV YORKSHIRE COASTLINER:

A1 Leeds-Rawdon-Leeds Bradford Airport: from 3 September 2023 M-S daytime service reduced from 20 min to 30 min and evenings from 30 min to hourly.

A2 Bradford-Apperley Bridge-Yeadon-Airport-Harrogate: from 3 September 2023 revised tt with some early morning and evening jnys withdrawn or reduced to run Bradford-Airport only.

A3 Bradford-Shiplay-Yeadon-Airport-Pool-Otley: revised tt from 3 September 2023 with some late evening jnys withdrawn.

WATERSONS:

36 Barnsley-South Hiendley-Hemsworth-Stockingate-South Elmsall: from 4 September 2023 some jnys retimed to give a more even hourly service pattern. Morning and evening jny via Minsthorpe Academy replace 249A.

249 Pontefract-Upton: from 4 September 2023 revised tt incorporating school jnys to St Wilfrids High School.School jnys to Milnthope College incorporated into service 36. From 29 October 2023 revised timings.

YORKSHIRE BUSES:

9 Horsforth-Rodley-Pudsey-Farsley-White Rose Centre: from 3 September 2023 revised route in Horsforth to follow same route as A & A Coaches 30. Rerouted via Coal Hill Lane instead of Leeds & Bradford Road and Calverley Lane between Rodley and Farsley. Calverley Lane now served by Keighley Bus Company 60A.

113 Dewsbury District Hospital-Pinderfields Hospital-Pontefract Hospital: new service 8 October 2023 replacing Arriva.

398/9 Huddersfield-Storthes Hall University Student Village: new service 9 September 2023 replacing First West Yorkshire 398/9.

There is a new operating centre at Storthes Hall Student Village, Kirkburton for 3 vehicles, whilst the current operating centre at Wood Lane, Rothwell is now for 10 vehicles.



From Saturday 9th September 2023 Yorkshire Buses began operating services 398/399 from the University of Huddersfield to Storthes Hall Park University campus. The service is funded by the University and operates every 30 minutes, the previous operator was First Huddersfield. Pictured on 13th September on 12:30 departure from Huddersfield is YB03 BUS a Scania N94UD with East Lancs OmniDekka bodywork which was new to First Midland Bluebird as 36014 (SN05 HWK) in 2005. *Don Akrigg*



First York are introducing 29 Wright Streetdeck Electroliners and 24GB Wright Kite Electroliner single deckers with Zebra funding from the UK Government allocated to York City Council. 63646 (MA23 TPZ) a GB Kite Electroliner is seen in York on Tuesday 26th Sept. *Don Akrigg*



Kirkby Lonsdale Coach Hire YJ22 ATK, an Optare Solo SR, is seen here on the new service 88 between Lancaster and Knott End via Garstang. It was photographed on 25 September negotiating a humpback bridge over the Lancaster Canal, on its way into Garstang. *Paul Wigan*